JANUARY 9, 1953

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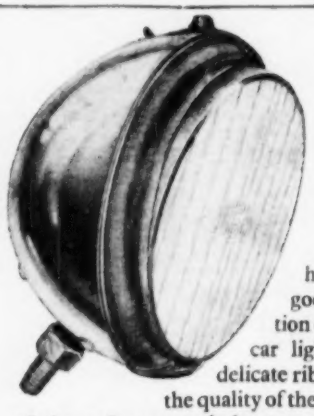

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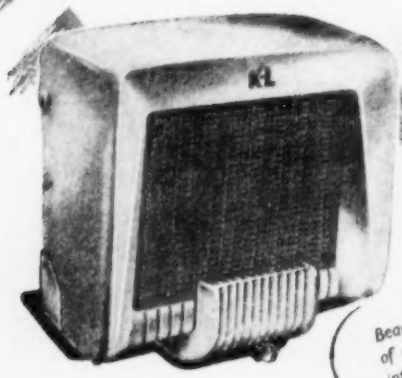


Heated fresh air at the turn of a switch to keep you (and your passengers) warm as toast all winter . . . heated fresh air to de-frost or de-mist your windscreen: and that's but a *part* of what the K-L MONITOR with the special VENTILOR fresh air device offers you! By a simple adjustment in hot weather or hot climate this remarkable unit also provides cooling fresh air without draught or inconvenience. And all the year round it eliminates fumes and reduces driving fatigue to give motoring quite new pleasures.

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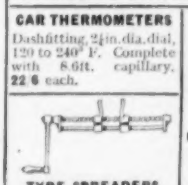

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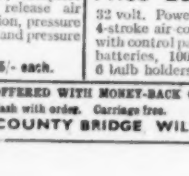

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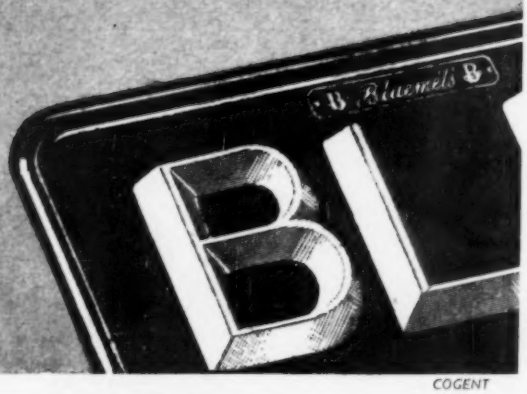


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Autocar Jan. 9.

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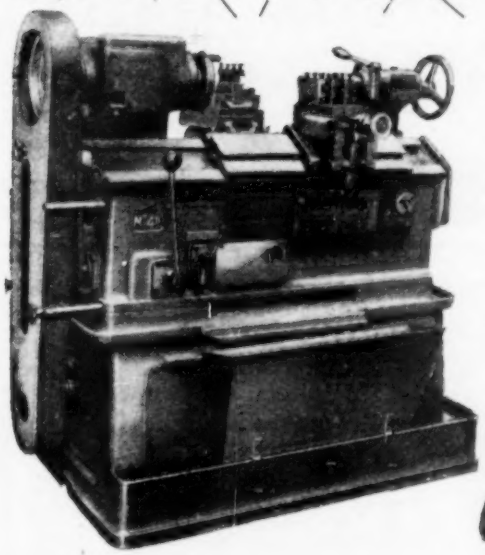

## SPM
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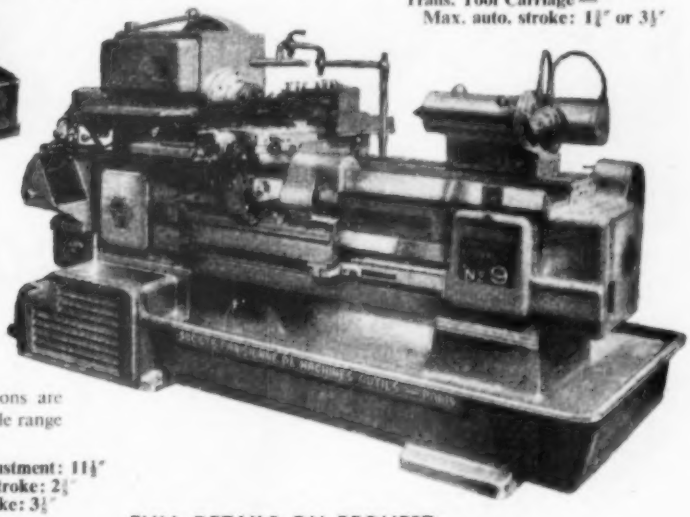
This precision machine gives an exceptionally high rate of output at speeds from 540 to 3640 r.p.m. It has been specially designed for machining and finishing component parts, and the pieces can be held between centres, in a chuck or in a collet. A longitudinal tool-carriage is fitted in the front and a transverse tool-carriage at the rear, for independent or simultaneous working at feeds suitable for each.

**Swing over Bed: 10"**
**Swing over Carriage: 6¼"**
**Length between Centres: 16" or 20"**

**Long. Tool Carriage —**
**Max. auto. stroke: 5½"**
**Max. trans. stroke: 1¼"**
**Trans. Tool Carriage —**
**Max. auto. stroke: 1⅞" or 3½"**



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Fitted with two tool carriages as S P M TYPE 4B. As with all S P M machines, it is rigidly constructed to maintain its initial high precision over a long productive life with lowest possible costs. All motions are controlled by two cam-drums giving an infinitely variable range of longitudinal and transverse motions.

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**Front Carriage Stroke: 7¼"**
**Speeds to 865 or 1430 r.p.m.**

**Front Carriage Adjustment: 11½"**
**Front Transverse Stroke: 2⅞"**
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**Motor Drive: 8 h.p. or 18 h.p. as required**

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B·M·S
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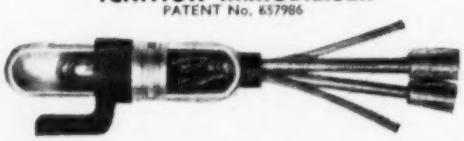

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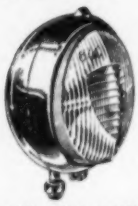

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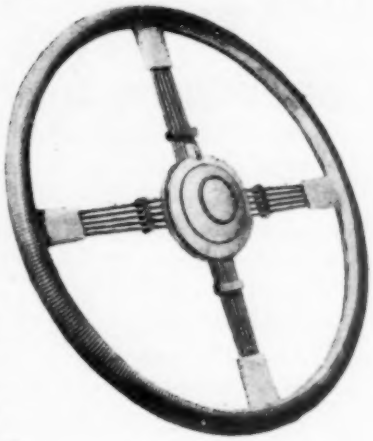

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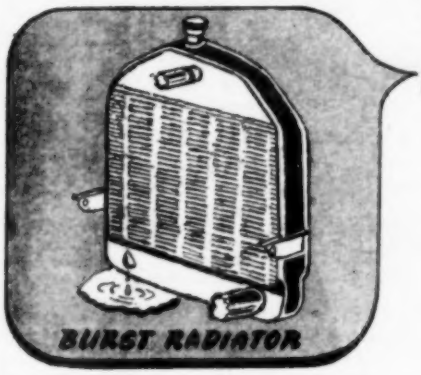


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MAKE, MODEL & YEAR OF CAR .....

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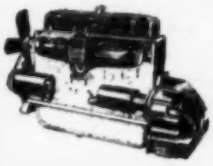

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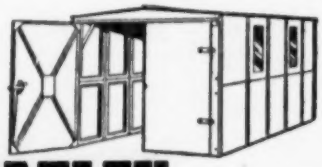

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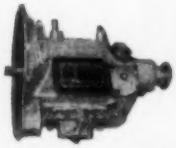

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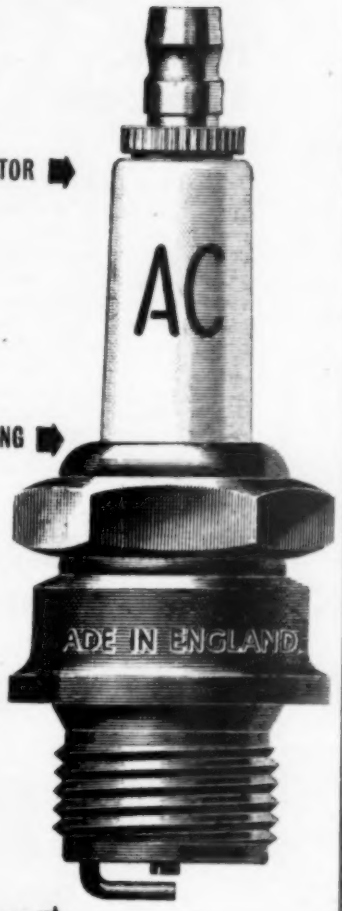


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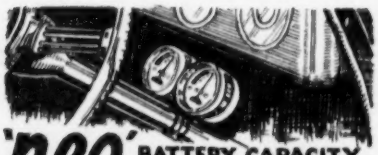

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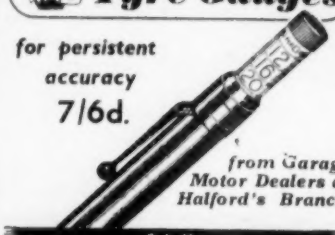

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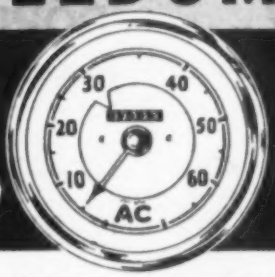


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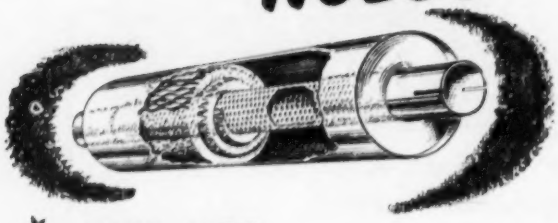

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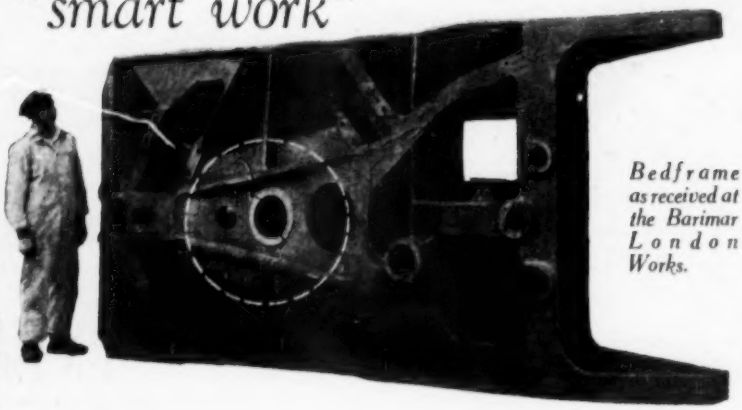

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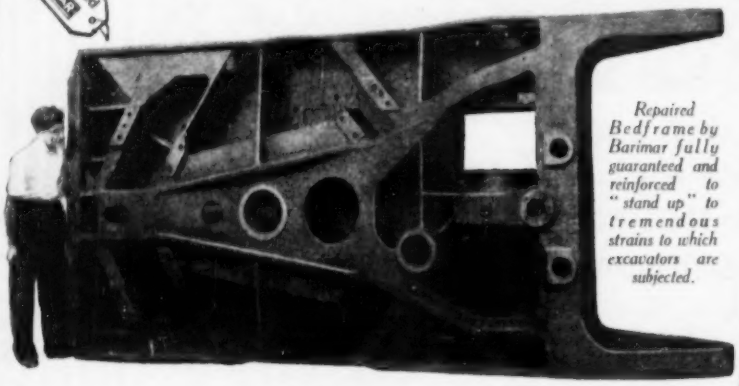

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The Autocar
FOUNDED 1895

No. 2980 *Friday, January 9, 1953* Vol. XCVIII

# Tongue in Cheek

TO the serious student of road safety, the unfortunate blot on the newly published analysis of 1951 road accidents is the following statement from the final paragraph of the explanatory matter:—

Most of the limited resources which can be assigned to new road works in these hard times are being spent on the elimination of black spots.

Does the Minister of Transport really believe that the qualification will be accepted as sincere? If so, we must hasten to assure him of his mistake. In our opinion there are two dominant reasons why money is not being spent on roads. One is that few members of the Government have more than a layman's appreciation of road safety and road economic problems, the second that few votes are to be won by road construction. If such a view be dismissed as undue cynicism then we can recommend a study of this journal over the last forty or fifty years; during that period experts have continually stressed what needs to be done, administrations have continually acknowledged the excellence of their suggestions—and have done almost nothing. And now that the task of accommodating the traffic and ensuring road safety has become almost insuperable, the administrative conscience is being salved by the soothing reflection that "limited resources" do not permit road work.

That the resources of this country are limited we have never attempted to deny, but that is a very different matter from accepting that they are wisely spent. Consider, at random, a few contemporary outlets for expenditure—television, the 1951 Festival of Britain, and new towns; more and more electrical generating capacity to cope with a peak demand that little is done to control. Add to these the subsidies, overt and concealed, which are used to disguise the cost of living, the world-wide expenditure on publicizing Britain and "the British way of life," the staffs which plan and the staffs which cover up planning mistakes, and a very sizable network of motorways has disappeared over the economic horizon.

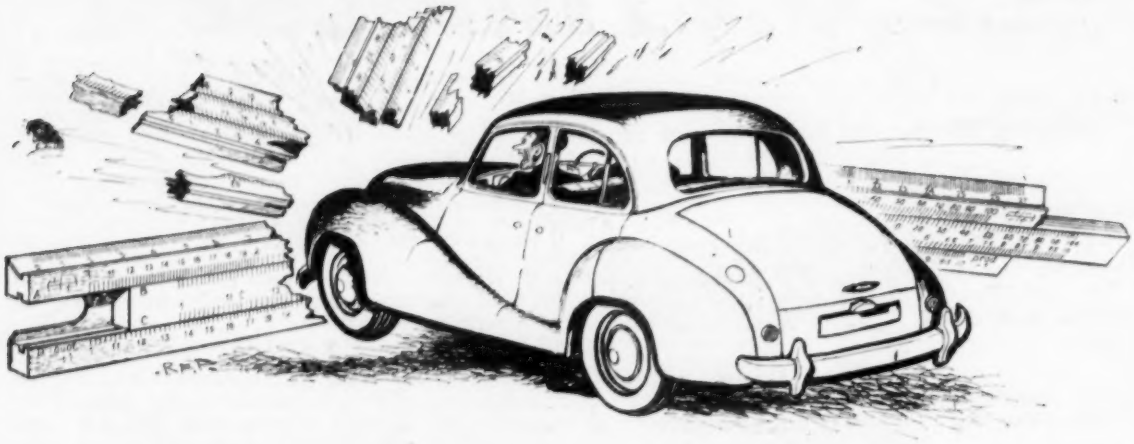
# Service Indictment

HOW far our contributor is justified in his attack on servicing standards (page 58) can only be estimated, and the estimate will vary with the individual. But the average motorist will tend to concur in the indictment, for on all sides can be heard the lament that it is impossible to get work really well done nowadays—and not only work on cars. Moreover, he will reflect that the contributor in question, himself a practising motor engineer, must have felt very strongly before levelling his charges.

There are exceptions, both big and small, to the general low standards of post-war service stations. The former try to overcome lack of skill on the part of their mechanics by the installation of complicated servicing equipment, and their reply to the demand for shorter hours must be extra staff if service is to be maintained. Consequently their operations are costly. The small man, often in the game for the love of it, tends to confine his business to the family, and his surroundings are unpretentious. It is on this score that his enemies within the trade often try to unseat him, but the motorist, pulling up for much-needed petrol or service at half an hour after midnight *and getting it*—or on a public holiday, to cite an actual instance—regards the "tin shack" dimly outlined by the glow of a single pump globe as a veritable haven of refuge. Such places are spoken of with pride and affection wherever enthusiasts gather, and many a "little place just outside so-and-so" must have wondered at a steady increase in custom for no very apparent reason.

Lack of skill on the part of mechanics is a matter for the trade; the low general educational standards of which our contributor speaks are a national problem. On our part we stress the importance of the customer and his somewhat ruthless outlook on the business of roadside and service facilities. He demands skilled attention; the difficulties of supplying it at an acceptable price are for the trade to overcome, with the pertinent reminder that they do not seem to exist for those exceptional firms already commended and cannot therefore be insuperable.

# WITHOUT THE "X"



*THERE MAY BE A FORMULA FOR IT—BUT A SLIDE RULE HAS NO PLACE ON THE ROAD*

**By MICHAEL CLAYTON**

IN the pages of this journal explanations in simple terms have been made from time to time of the technical reasons for many of the phenomena which are encountered in a car on the road. Some experiences result from problems which the manufacturer should solve in the design and testing stages; for example, a determination to provide increased luggage accommodation may affect any attempt to make the tail of the car concerned behave itself well on tricky corners, or on those which have been inadvertently taken a mite too fast.

A description of a car would not be complete without reference to the existence or otherwise of such old favourites as under- and over-steer, maximum torque, weight, maximum brake horse-power, and so on. All these are important in examining the virtues and vices of any model; but it is not the figures which take a car round a bend or over a difficult surface. This task falls only upon the driver, and he may not be slide-rule minded. What, he may ask, does it matter as long as the car satisfies me? And as I make my tyres last as long as possible am I likely to be confronted with any violent manifestation of any of the more unpleasant phenomena?

### Extraneous Causes

These questions have some point, for only the enthusiast who permits himself the luxury of wear and tear of tyres, for example, is likely to find out in detail the steering characteristics of his car. But emergencies have a knack of arising in the most unexpected ways—perhaps as a result of someone else's misjudgment—and it is useful to know, for these occasions, what one's own car is capable of. But capable, that is, in terms of road behaviour rather than theoretical behaviour suggested by data.

Having already mentioned the most important characteristics of over- and under-steer, some explanation of what they mean on the road may be made, for although the sporting enthusiast knows all the answers this is not true of the majority of "ordinary" motorists, as letters to *The Autocar* Readers' Service clearly indicate.

Regardless of real causes, over-steer may be described as similar to the effect of having the very tail of the car overloaded, and then taking a corner a little too quickly. In such a case the heavy tail may be expected to swing out from the kerb, tending, in the extreme case, to turn the car right round. Mild doses of this complaint are easily corrected, for it is, in effect, a case for letting a little wind out of the sails by allowing the whole car to take a wider line round the corner (given room), thereby reducing the effect of centrifugal force.

The usual correction for over-steer is the same as for the most straightforward skid, in which the tail of the car tends to break away and "try to overtake the bonnet." The correction is popularly described as "steering into the skid," and although this may be correct it is also rather confusing. On a left-hand bend the tail swings out to the right; therefore the driver should steer to the right. But look at it another way. The tail has swung out to the right, putting the whole car at an angle to the kerb; therefore, if the steering has not been altered the front wheels will be pointing into the left-hand kerb instead of being roughly parallel with it. It is necessary, therefore, to do something about this before the car swings right round, and the corrective is to bring the front wheels back into line (roughly, again) with the kerb—which is, as has been said, nothing more than steering to the right.

Instructions to steer to the right somehow make it seem that this correction is unnatural and something specially to be learned. With the idea that one is simply letting some wind out of the sails it becomes the natural, instinctive thing to do. The only danger with an inexperienced driver is that, finding the car going out to the right, he may try to haul it back to the left. This results in the car turning round, because its behaviour has already made it clear that it will not go round as close to the kerb as the driver originally intended.

### Inherent Virtue

Under-steer is usually built into the modern car and normally its result is straightforward. In this case the rear of the car has no tendency to try to overtake the bonnet, but the front wheels show some reluctance to go round the corner. The slide rule would tell you that the front wheels have to be kept not simply parallel (roughly) with the kerb, but actually pointed slightly inwards towards it. For the

driver it means that he has to haul a little harder on the wheel, but the car feels comfortingly stable. This makes for pleasant driving because muscles act more easily against something tangible than with a "floating" action. The driver is given something to "push against."

Maximum torque is an item usually quoted in any model's specification, and although its meaning is generally known there remains a good deal of misunderstanding about its significance. Some confusion seems to exist between torque and brake horse-power. Maximum torque is provided at the engine speed at which engine efficiency, and pulling power, is at its best. Maximum b.h.p. is produced when the engine is at the speed which produces maximum energy output in a given time. On the road, therefore, the most economical speed is generally that at which the engine is giving maximum torque (although it must be realized that maximum torque is developed only with the throttle wide open, and that on the flat, therefore, the engine is at its most efficient only against an appropriately strong head wind) and the highest speed is close to that at which the engine is giving maximum power. The petrol engine tends to have difficulties with its breathing as the revs rise, and at maximum b.h.p. each power stroke may be weaker than those obtained at lower revs—but there are many more of them!

### Maximum Torque Rarely Available

It is unfortunate that the engine cannot generally be used in normal motoring when it is working at its most efficient pitch. Maximum torque may be developed at, perhaps, 28 m.p.h. in top gear, but only when the throttle is wide open. On the flat the opening of the throttle automatically means an increase in speed, so that maximum torque is given only momentarily and is passed as engine speed rises.

One might wonder how, on cars without a rev counter, the driver can tell at which road speed on top gear maximum torque is being produced. The answer is fairly simple. On approaching a hill at, say, 45 m.p.h., the speed gradually drops until it may eventually be necessary to change to a lower gear. But this is not always so; sometimes the speed will drop to, say, 28 m.p.h and will go no lower, the engine pulling away up the incline at that steady speed for the rest of the climb. This will be the engine speed at which maximum torque is produced.

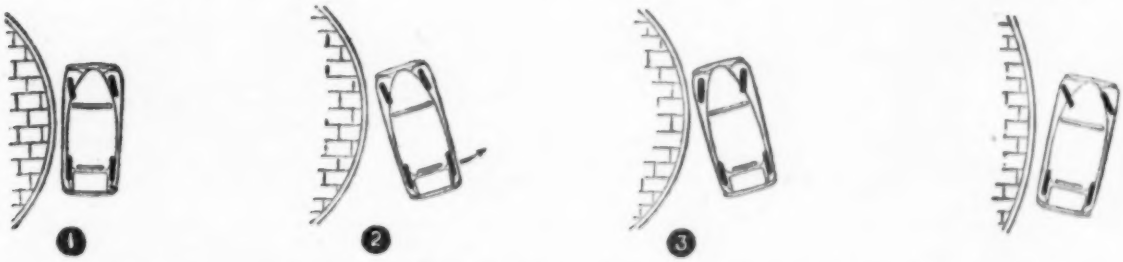
On a hill which can be climbed on top gear only when the engine is giving maximum torque it will be found that the speed cannot be increased above that point, and if the speed has to be reduced momentarily it will then fall off until a gear change has to be made. The road speed at which maximum torque is produced on top gear cannot be regained without a gear change.

Having found a hill that produces a result such as this, one has found where maximum torque is produced; that is to say, where for every "beat" of the engine the most work is being done. At higher engine speeds more power is produced, not per "beat" of the engine, but per unit of time. It is therefore possible to make the car go faster, for during a five-minute speed run more power is provided, albeit less efficiency, than at a lower speed. This difference between maximum work per revolution and maximum power per unit of time is the essential difference between the torque and brake horse-power figures, the one represented on the road by the maximum steady pull on a hill, and the other coming close to the maximum speed on the level.

Between which of these points does a suitable cruising speed lie? Technical men may again take out their slide rules, think about piston speeds, and balance rate of wear against practical expediency. The result *may* be a happy one, but there is no rule of thumb on this. The enthusiast who is prepared to use his gear box would certainly like to see more high-geared cars of the type found more frequently on the Continent, in which top is really suitable only for main road cruising, but is geared so that it is virtually impossible to overdrive the car, because wind resistance limits speed before the engine is thrashing too madly. In such cases cruising speed and top speed may be virtually the same thing.

Cruising speed for most cars, however, varies according to the model, its age and condition, and is the speed at which the engine is pulling happily and giving the impression that it would go on doing so for ever. I sometimes think that some lower powered cars have two cruising speeds. To take an example, a particular Eight may be capable of something like 60 m.p.h., but this is certainly pushing it. At a speedometer 50, however, when the engine is in good condition, it may be quite happy. This would then be my cruising speed, taking care not to force it on hills or against the wind (which can have such a tremendous effect on any ungainly small car).

However, it must be admitted that a car of this size is motoring really effortlessly at perhaps only 40-45 m.p.h. and that this is the best speed for really long life. Each car to its own cruising speed, and it is up to the driver to *feel* where that lies. And it must be reasonably below the kind of speeds at which the water temperature starts a slow but steady rise, the oil gets too hot, and the exhaust valves burst into flames!




The first three of these diagrams illustrate over-steer (or what happens when the tail actually skids outwards on a bend). In the first sketch all is well, but in the second the tail is "breaking away." If the steering wheel is not moved the front wheels point more towards the kerb. To correct this condition, as in the third diagram, the front wheels are turned to the right. In practice this is often instructive when the rear wheels start sliding. The diagram on the right illustrates normal under-steer, in which the front wheels point slightly in towards the kerb, the driver hauling harder on the wheel than he would have to in a car prone to over-steer.

### Castor Angle

Another important characteristic of cars which may make itself felt on the road is directional stability—a point which some motorists do not even think about, with the result that they cannot drive smoothly, or if they can it is only with unnecessary effort. Larger cars are normally good in this respect and it is the pre-war light car and some of the post-war small models which tend to wander about the most. In effect, instead of changing course only when the driver decides that he wants to, such a car has to be steered every yard of the way. The driver gets used to it and sometimes fails to realize that if he can do something about it the car may be transformed into something very much more pleasant to drive.

To analyse any causes of this lack of directional stability the technical man must be sought out, but in practice it is sometimes enough to produce a tyre pressure gauge and

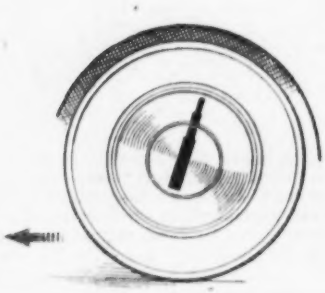
# WITHOUT THE "x"

—continued—

The unfortunate fellow is here exerting all his strength to turn a stiff engine against good compression. If, at any moment, the twist that he is exerting on the starting handle shaft is measured, that can be said to be his maximum torque. If the amount of work done by him during a minute of swinging the engine is measured, that is his b.h.p.

some air (under human control). Under-steer, already referred to, helps to provide good directional stability, and lowering tyre pressures at the front increases under-steer. Tyre pressures, therefore, have a number of important uses in that their adjustment can affect under-steer, and conversely over-steer, and can help out the simple problem of keeping the car straight.

Lowering the pressures at the front tends to keep the car straighter and reduce any tendency to over-steer. Lowering the pressures at the back reduces under-steer, even though few are the cars for which this is either necessary or advisable. The amount of pressure reduction depends upon the car, and tyre wear must be kept in mind, but experiments could start off with a change of, say, 2lb per sq in. If this makes a useful difference to the handling of the car it is probably worth the slight tyre wear increase which may follow.



Castor angle affects directional stability and is illustrated here. This wheel will tend to trail after the king pin just like a castor on a chair. Sunken springs are the usual cause of reduction of this angle, which should be checked before lowering front tyre pressures to try to improve directional stability.

## Other Causes

Getting this right is initially the duty of the manufacturer, and why it is not invariably worked out beforehand is a secret known only to the offenders. It goes without saying, of course, that ungreased swivel pins or settled springs, and so on, should be remedied before making a practice of playing with the pressures. Castor angle, or the angle at which the front wheels tend to "trail" from their swivel pins (king pins) is of great importance, hence the emphasis on seeing that the springs are correctly set up on older cars.

All aspects of the handling qualities of a car are important. Their uses, apart from the pleasantness of driving, are most apparent in emergency. For the careful driver the serious emergency may never arise—but for many it certainly does.

Two actual examples come to mind which were seen recently. A car with first-class characteristics was travelling along a dual carriageway at night, when oncoming head lamps proved to belong to a car on the wrong half of the carriageway. A smart swerve saved the situation, the car's behaviour remaining completely unruffled. The effect on another car, which shall be nameless, in somewhat similar circumstances was terrifying even to watch, the sudden swerve and a touch of the brakes putting the car almost out of control even at the moderate speed that was being used. No harm can be done, therefore, by knowing one's car intimately—indeed, very much the reverse.

Some stability-conscious owners of cars of pre-war design have fitted modern spring dampers and stabilizer bars to improve the safety of their mounts, but there are points to watch in this process of modernization. A sad story, for example, relates to the unfortunate who, finding his car over-steering, decided to fit a stabilizer at the rear only, "to stop the tail swinging about," or in other words to prevent the chassis moving out laterally from the rear axle on corners. The result was appalling, but the owner learned (the hard way) that he must fit one at the front as well! Many more owners of older machines have fitted dampers suitable for modern cars, with capability for coping with big spring deflections, to models with short-travel half-elliptics. A damper for a short-travel spring has to do its job over a short range of movement—a range over which the modern damper *may* not have really started work.

This particularly applies to telescopic dampers made for springs with considerable powers of deflection. The modern piston type may be "geared" to the springs by alteration of the length of the arm—but even this is no certain way to improvement of an old suspension.

## Stopping

No aspect of a car's quality is more important than braking, in both the power available and the way in which it can be applied in a hurry. Again, references to the brakes of some new models suggest, rightly, that the power and evenness can be to a standard right outside the ken of the owner of some less efficient cars. One has but to breathe upon the well-finished pedal of one of the best cars in this respect to produce really tremendous stopping power without the slightest deviation off course. Do not be deceived into thinking that brakes recently adjusted are necessarily good. Try them in the worst conditions: hard, on a wet road. Get an indication of what can be expected when the worst kind of emergency arises.

In comparing one's car with the standard achieved by other models, and in trying to get the best from it, there are so many points worth considering; but those already mentioned are certainly among the most important. A good knowledge of one's own car's characteristics is invaluable, and it also helps the driver to compare to some extent the advantages or disadvantages of other models in published reports.

*The Esplanade, Durban.*

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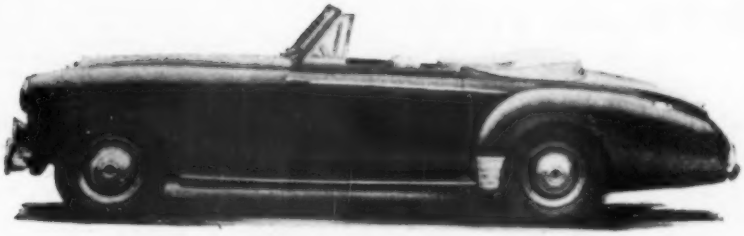
# NEWS and VIEWS



Tickfords are building this new four-seater drop-head coupé Lagonda for Brooklands of Bond Street, Ltd., on chassis provided with a lowered radiator. The result is very successful, and is certainly one of the most handsome bodies which has appeared recently. Main criticism is confined to the lack of visibility for the rear passengers.

### Retread Prices Down

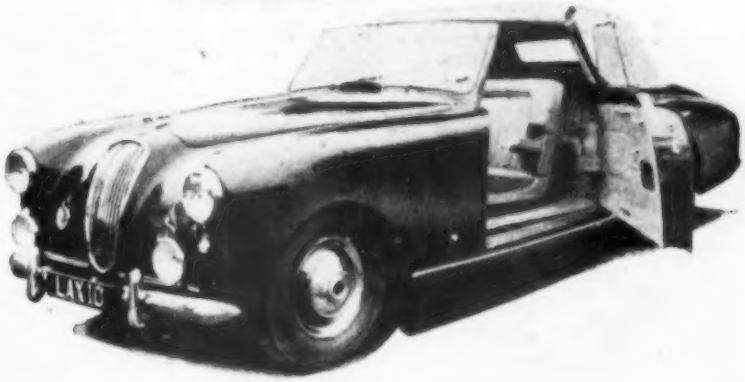
AS a result of the reduction in rubber prices the cost of tyre retreading went down, with effect from last Monday, by about five per cent.

### New Lagonda Body

ONE of the most pleasing special bodies to be produced recently by coachbuilders is a new Lagonda drop-head coupé by Tickfords. It has been designed and built for Brooklands of Bond Street, Ltd., the London distributors of Lagonda cars.

The fact of the chassis being supplied with a radiator lower than usual enables the height to be kept down without loss of headroom, with the result that the long, low effect is particularly graceful. Brooklands of Bond Street have arranged that after the return of better petrol the car will be made available with the higher compression Vantage engine which is already available for the Aston Martin DB2.

The list price of the new coupé, with standard engine, is £1,980. The total with purchase tax is £3,081 10s.



## ACCIDENTS ANALYSED

A WELCOME post-war publication from the Ministry of Transport is entitled *Road Accidents, 1951* (H.M.S.O. 3s 6d). This book gives a number of tables analysing road accidents from every conceivable aspect, accompanied by a commentary designed to guide the reader in his study of the figures.

There is, of course, no denying the serious nature of the problem. The 178,409 accidents of 1951 caused 216,493 deaths and injuries, and involved 273,841 vehicles of all types. Of the casualties, 5,250 were killed, which gives an average of 15 a day; 600 a day were injured.

Pedestrians remain the most vulnerable class, followed by pedal cyclists and motor cyclists; none the less the totals for these classes must always be considered in relation to the number of road users making up each class. Although this is some solace, however, it does not lessen such totals as 59,861, which is the 1951 casualty figure for pedestrians. The most disquieting feature of the figures, remarks the general survey, is the rise in motor cycle casualties, and readers will be familiar with the present public agitation over these and the pressure on motor cyclists from the safety experts to wear crash helmets.

Areas within the speed limit remain the most dangerous, 76 per cent of accidents taking place on their roads. There is no need to repeat the implications of this figure to readers of this journal, because they follow the research findings of the road safety section of the Road Research Laboratory, whose more important conclusions are recorded from time to time in *The Autocar*. The report cautiously admits that improvements in road conditions would pay useful dividends as regards safety, and motorists will note this as a slight advance in official thinking. Aptly enough, the statement is faced by the first of the illustration pages, which contains two pictures of potential accidents which simply shout for road work to be done at the spots concerned. The illustrations are owed to the West Riding Constabulary, who are notably good at this type of illustration.

It is impossible to summarize the tables without placing a false emphasis on certain safety aspects. Indeed, in spite of excellent presentation, their true understanding is probably only within reach of the expert in the subject. Motorists, however, will receive confirmation of their view that only segregation will protect the pedestrian in the tables dealing with the circumstances surrounding pedestrian accidents on roads with and without a speed limit. Of 28,713 accidents to adult pedestrians on restricted roads, 15,473 occurred in straightforward crossing of the road. It is plain from these figures that human fallibility bulks large in the cause of such collisions, and it is equally plain that road safety education can have only a limited effect in overcoming fallibility on such a scale. The real remedy must remain segregation by pedestrian railings.

### Synchromesh for Goliath

THE Goliath company, a subsidiary of the Carl F. W. Borgward concern, embracing also Hansa and Lloyd, has considerably improved the Goliath car without increasing the price. The four-speed gear box of the front-wheel-drive car now has synchromesh on all four forward speeds, the engine—a two-stroke twin of 700 c.c. placed across the frame—is now mounted in bonded rubber, and a Bosch heater unit has been added to the standard equipment. A direct-injection unit made by Bosch to replace the usual carburettor remains on the list of optional extras at a price of 450 Marks (£38).

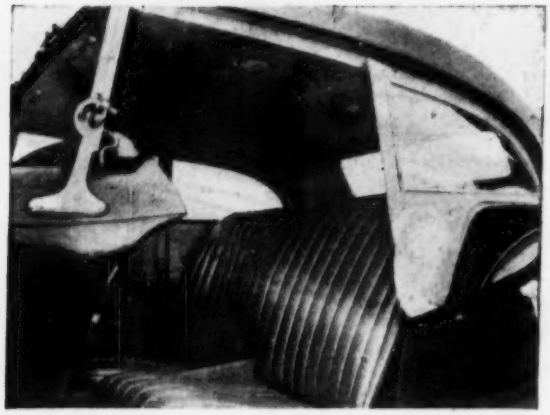
### New Year Honours

IN the New Year Honours, Sir Clive Latham Baillieu, K.B.E., C.M.G., was created a baron. Sir Clive is the chairman of the Dunlop company and a former president of the Federation of British Industries.

Mr. William Henry Pilkington, chairman of Pilkington Brothers, Ltd., and of Triplex (Northern), Ltd., was knighted in the List. He was recently appointed deputy-president of the Federation of British Industries.

Geoffrey Duke, who is expected to be seen at the wheel of an Aston Martin next season, was rewarded for his services to motor cycling with an O.B.E., and this award also went to Mr. F. G. Lowden, chief buyer of cars and trucks of the Ford company of Dagenham. Among those who received the M.B.E. were Mr. R. F. E. Howard-Hughes, director of the public safety division of the Royal Society for the Prevention of Accidents; Mr. I. F. Fisher, works manager of British Timken, Ltd.; Mr. A. G. Booth, chief technical engineer of Humber, Ltd.; and Mr. W. E. Watson, area works manager of S. Smith and Sons (England), Ltd., of Cheltenham.

# NEWS and VIEWS . . . . . continued



The Dellow hard top for the M.G. has curving lines and does not restrict visibility. The front side curtains are utilized and are matched by quarter light screens.

An air of comfort is given by the roof lining and the interior light. The side curtains fit snugly to the head.

## A Hard Top M.G.

THERE has been produced by Dellow Motors, Ltd., Alvechurch, near Birmingham, a hard top for the M.G. two-seater. This is detachable and fits in place of the hood, so that it can at any time be removed and replaced by the hood if the owner prefers to use the car in the open condition during the summer months.

The hard top has a metal frame and is panelled in aluminium, which is then covered with a plastic material. The interior of the head carries a cloth lining and a roof light. A large rear window of plastic material is fitted, and the existing door side curtains are utilized, the quarter side screens continuing the lines of the existing door screens.

There is ample head room and good visibility in all directions, the rear window being so positioned that the view in the interior mirror is virtually unrestricted. The price of this hard top has not yet been definitely fixed, but it is unlikely to exceed £48 10s.

## Champion Manufacture to Restart

THE manufacture of the Champion, the neat little rear-engined German two-seater coupé with an Ilo engine of 400 c.c., will be restarted this year. Work in the plant at Paderborn was suspended a few months ago, as the return of the leased buildings on a former airfield was demanded by their owners.

Negotiations with the Rheinische Automobilfabrik Hennhofer and Co. have been successfully concluded and the latter company will soon take up the manufacture of the Champion 400 in its plant at Ludwigshafen. A considerable increase in production is planned. The Paderborn plant turned out some 150 cars per month before it was forced to close down. It is not unlikely that the Champion will be fitted with a 500 c.c. engine instead of the former 400 two-stroke twin.

## Charging Batteries

THE Model H Davenset home battery charger made by Partridge, Wilson and Co., Ltd., Davenset Electrical Works, Evington Valley Road, Leicester, is now offered at £5 17s 6d, a reduction of 10s from the former price. A plug and socket for the facia are 5s 6d extra. This charger is a 2½-ampère model.

## Honour for Ricardo

ONE of the outstanding engineering awards has just been made to Sir Harry Ricardo for his work on internal combustion engines. This is the biennial James Watt international medal, which is awarded every two years to an engineer of any nationality who is deemed worthy of the highest honour that the Institution of Mechanical Engineers can bestow.

The James Watt medal was last awarded to an Englishman in 1945, when the recipient was Dr. F. W. Lanchester, who received it in acknowledgment of his pioneer work in automobile engineering and aeronautical science.

## Maker of History

ONE of the real "old timers" of motoring, Archie Millership, celebrated his golden wedding on December 30, and his friends will wish to join *The Autocar* in offering warm congratulations. He was associated with Frank Lanchester for many years in the production and marketing of Lanchester cars.

## A Rally Echo

AFTER the M.C.C. National Rally, Frank Grounds, jnr., who was a competitor in a Jaguar XK120, was, among other drivers, summoned for exceeding the speed limit over a distance of 500 yards in Bala, North Wales. In due course he was fined £3 and his licence was endorsed by the magistrates at Bala, but he appealed to the quarter sessions at Dolgelley where his case came before Mr. Justice Staples, with the result that his appeal was upheld.

## Germans Cut Prices

THE seriousness of the threat of German motor manufacturers in world markets grows with news of further price reductions. About £30 has been taken off the Ford Taunus price, making it £585. By the end of the year the price may be down by another £70, with production of a new model.

The reduction follows an eight per cent reduction in Volkswagen prices (about £33), and Opel prices were recently reduced by about £50. Other firms are expected to follow these companies' lead.

## Australian Identification

A NEW windscreen sticker showing a kangaroo with Australia as a background is being provided for Australians motoring in other countries. The words "Australian Visitor" are incorporated round the circumference. As Australia is not a signatory of the International

The new identification screen sticker for Australians on tour.

Touring Convention, Australians cannot get special identification plates, but they have found that some form of identification is useful during foreign touring.

About 200 cars are shipped from Australia every month, mainly to New Zealand, Europe and the U.S.A. Next year, because of the Coronation, it is expected that at least 1,000 stickers will be required for Europe alone.

# Another magnificent achievement . . .

LONDON TO CAPE TOWN IN RECORD TIME

# 10,500 miles

through jungle, swamp and desert in

# 13 days 9 hrs 6 mins

DRIVERS: G. C. HINCHLIFFE · R. WALSHAW · C. A. LONGMAN

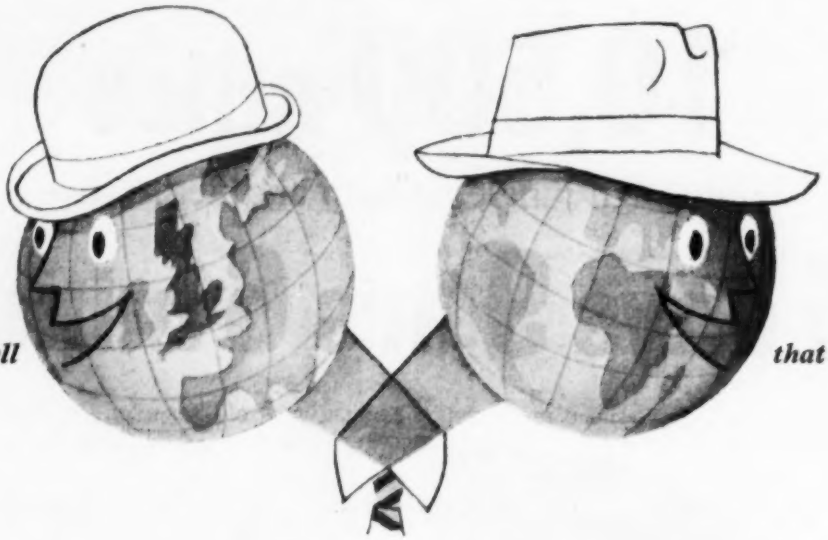
A new HUMBER SUPER SNIPE, straight off the production line, has slashed 8 days 10 hours 39 minutes off the previous best time for this arduous journey, covering 10,500 miles at an average speed of over 32 m.p.h. including stops. A fine performance by car and drivers.

*FURTHER CONVINCING PROOF OF THE ENDURANCE, RELIABILITY AND SPEED OF*

## *The NEW HUMBER SUPER SNIPE*

*BLAZING A TRAIL INTO A NEW ERA OF FINER MOTORING*

# LONDON — CAPE TOWN!



*That's Shell* *that was!*

## MR. HINCHLIFFE DOES IT AGAIN!

In January 1952 Mr. G. C. Hinchliffe of A.B.C. Garages (Bradford) Ltd., and Claremont Garage, Morley St. drove from London to Cape Town in a Hillman Minx in 22 days. On November 26 he set off again driving a new O.H.V. Humber Super Snipe and took 8½ days off his previous time—hitherto the best—arriving in Cape Town on the evening of December 9 His tank was filled with Shell and his sump with Shell X-100 Motor Oil—another proof that for tough conditions whether in heat or cold there is no motor oil like it.

# You can be sure of SHELL

# Accessories

## Home Charger

ALTHOUGH the General Electric Co., Ltd. makes a considerable range of battery chargers for home use, a special model, the Family battery charger, has been evolved. It is of the useful 3-amp output which makes practical charging of a flat battery possible in not too long a time. The charger has a useful provision for reducing the charge if this is seen on the ammeter to be rising higher than is desired.

Provision is made for charging 2-, 4-, 6- or 12-volt batteries. A selenium bridge rectifier and a double-wound transformer are incorporated, ensuring complete isolation from the mains, and there are both input and output fuses. The standard model costs £7 10s, and is for use on 200-250-volt a.c. mains, 40-60 cycles. There are special chargers for 100-150-volt mains current.

The company's address is Magnet House, Kingsway, London, W.C.2.

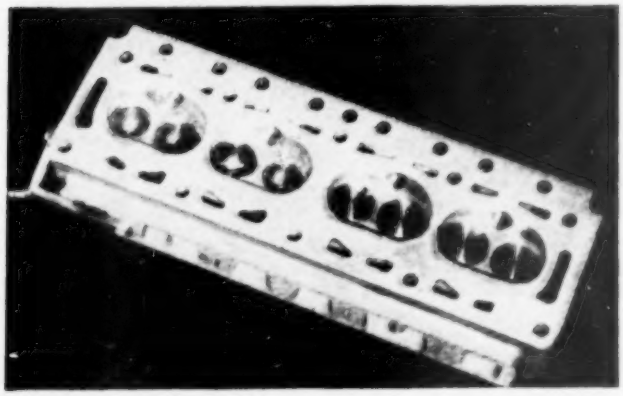
The G.E.C. Family battery charger has an ammeter and a switch for reducing the rate of charge.

## Light-alloy M.G. Head

LAYSTALL will shortly be introducing a special light-alloy cylinder head for 1½-litre M.G. engines, as used in TB, TC, TD and current saloon models. The compression ratio is 9.3 to 1, and the head is used with the normal copper-asbestos gasket. Its retail price of £48 includes the 150 lb sq in valve springs and the larger valves which are used in the car manufacturer's stage two of tuning. There are inserted valve seats in the head.

The makers of the head claim that the power output is increased by 20 per cent, as compared with the output with the standard iron head, and that on premium grade petrol (80 octane) a good degree of flexibility is retained at low speeds in top gear. Good results have, however, been obtained even when running on the existing Pool petrol. The combustion chambers of this Laystall-Lucas head, as it is called, are highly polished and matched in capacity, but it has been found that there is no measurable advantage in polishing the ports, which are therefore untreated. It is of interest that the head could also be used for the new Wolseley Four Forty-Four, although power output, with single-carburettor engines, will not be so great as with Midgets.

The address of the makers is The Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1.



Combustion chambers of the Laystall head for M.G. engines are polished.

## Light Anywhere

AN inspection lamp which is being made by James Neale and Sons, Ltd., Graham Street, Birmingham, has a magnetic base, so that it will adhere firmly to any metal part of a car. It has a very strong cage protecting the bulb, and has, at one side, a red glass window. This window is a very useful safety precaution when it is necessary, as is often the case, to investigate a lamp failure on a road where it is impossible to get the car off the road. The magnet in the base of the lamp is strong and will adhere to painted surfaces or, underneath the car, to a rusty or muddy surface. The Magnalite, as it is called, is of 2in diameter, has a built-in switch, and costs, with cable, battery clips and bulb, 17s 9d. There are both 12- and 6-volt models.

A red glass window is a safety feature of the Magnalite inspection lamp.

## Against Rear Dazzle

A TELESCOPIC arm, secured by a knurled collar at any length between 3 and 5in, and a universal mounting for either a vertical or a horizontal surface, are features of the Wingard anti-dazzle dipping mirror, made by Wingard (M.A.), Ltd., Chichester, Sussex. Movement of a wide and convenient trigger at the base of the mirror tilts the glass and by a prismatic effect the driver suffers less from rear dazzle.

The glass is flat, so that a natural size image is seen, which makes it easier to judge the distance of the car behind. A convex mirror gives a wider field of view, taking full advantage of the very wide rear windows of modern cars, but its scaled-down picture makes more difficult the judgment of distance. The Wingard mirror is quite large, being 5in by 2¼in.

The price is £1 19s 6d. The construction is neat and strong, and the chromium plating very good. There are special mountings for the Hillman Minx, Morris Minor and Oxford, Standard Vanguard and 1952 Vauxhall models.

Wingard dipping mirror.

# Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

## H. and C.

AN hour or so of profitable speculation can be spent considering cooling systems. The other night I drove through a gale and rain with the outside temperature very low indeed for such weather—under 40 degrees, I suppose, for by the morning the rain had become ice, and my run did not start until 1 a.m. The car's thermometer, which normally stands at about 170 deg F, stayed resolutely at about 120, although the engine gave no sign of running too cool. It appeared,

Gale and rain.

therefore, that the thermostat was remaining virtually closed and that the circulation was solely through the by-pass system. Well and good, it might be said; that is what thermostats are for. None the less I decided, after much cogitation, to blank off half the radiator, and the thermometer is now recording the normal 170 deg. I maintain that this is the wise course of action.

✦ ✦ ✦

## Differences

COOLANT temperatures vary widely within an engine, and it is well to recall the old physics experiment of boiling the water in the top of a test tube while that at the bottom was maintained at freezing point. With the old thermosyphon system, typical temperatures are 160 to 200 deg round the cylinder head, 90 deg round the jackets at the forward end of the block, 120 deg at about the centre, and 100 deg at the after end. In the header tank 170 deg is typical, and at the lower end of the bottom hose, by the radiator, 90 deg is normal. Ideally, of course, the variations would be at a minimum, but they cannot be eliminated, otherwise the system would not be functioning as a cooling system at all. Pump systems circulate the water rapidly, thus approaching the ideal, and with only the by-pass system working one can visualize water coursing round the short block circuit very rapidly indeed, and at almost constant temperature.

There are, it seems to me, two drawbacks to this. One is that the thermostat does not remain tightly closed, but opens now and then with the rise in temperature. When it does so, there is injected, from the base of the radiator, a volume of very cold water, possibly down in the neighbourhood of freezing point. This must have a peculiar effect on the bore dimensions of number one cylinder. Moreover, in the weather through which I was driving I wonder just how low that temperature could drop. Supposing one is travelling at about 60 m.p.h. into a 40 m.p.h. gale, with an ambient reading of 33 deg, this means that a jet of air with a velocity of 100 m.p.h. and a freezing temperature is playing on the radiator. I do not know what the resultant cooling effect would be, but it seems to me that the temperature might even get down towards the freezing point of, say, a weakened mixture of coolant.

✦ ✦ ✦

## Volume

SMALL volumes of water are most easily affected by temperature rise and fall, and therefore greater efficiency, and fewer harmful effects, should result from keeping the largest volume of water flowing through the circuit, provided that the temperature is maintained. My blanking (which cost exactly one shilling for a sheet of glass substitute) is entirely successful at the low temperatures prevailing at the time of writing, and I have so attached it as to make it a simple matter to affix or remove it. A subsidiary effect is that the efficiency of the car heater is fully assured, and that reminds me that the heating system is acting all the time as an extra heat exchanger. There is thus a very good reason for shivering for a few minutes in the morning until the thermometer has reached its normal working temperature, rather than switching on the heater fan as soon as the needle goes above blood heat and thereupon delaying the thorough warming-up of the engine.

✦ ✦ ✦

## Nostalgia

THE journey over a route that was once well known but that has been neglected for many years is a saddening experience. I drove over such a one not long ago, with the memories flooding back and the gulf of the years seeming wider than ever before. It was a road that I could remember in the white dust days, and I found myself saying, "There used to be a pot-hole there," and recalling the round stones that formed its bottom. The plantation that the new lord of the manor had planted in 1927 was a forest, and the wind sighed through the pine needles as if for the days when the setting sun could still penetrate to the ground between the saplings. I remembered the yellow Austin Twenty that used to streak along the road, driven by the handsome wife of the owner; it was lined with green, and the folk tut-tutted over a woman driving as fast as that, but she never came to grief.

In those days the local hire car was a Ford Model T, and now, this morning, I saw a green V8 approaching that I thought I recognized. Sure enough, it was the contemporary hire car, driven by my friend from the garage; he peered at my car and, I think, recognized it, but we were past before we could signal hello. At the end of the route I was welcomed at a house where I spent many childhood hours, and I read once again the Latin text that still puzzled me: *Tristia cordia melos*, above a window. Sad, melodic chords? Melody with sad chords? Sad sweet chords? I don't really want to know, because while the phrase puzzles me I still have that link with happy days. One finds out so much with age and experience that proves to be a disappointment.

✦ ✦ ✦

## On and Off

SCREWY thought about special bodies. Manufacturers produce a saloon, then, to meet the demand for an open car on the same chassis, a drop-head coupé. Shortly afterwards, several firms offer a conversion back from drop-head to saloon. Enterprise? Merry-go-round? Where we came in? Don't know, but it makes the buyer seem a little stupid.

✦ ✦ ✦

Marked effect.

## Unruly Sex?

MOST humorous finding of a recent road experiment was that the presence of a policeman standing by the roadside, but taking no action, had a marked effect on the behaviour of drivers and men pedestrians at a crossing; the effect on women was precisely nil!

The Autocar ROAD TESTS

The Jupiter Mark IA convertible is distinguished from earlier models by the longer cockpit opening, a simpler treatment of the mouldings on the wings and a prominently placed exterior mirror.

# No. 1485: JOWETT JUPITER MARK IA CONVERTIBLE

SINCE its introduction in 1949, the Jowett Jupiter has established an excellent record of success in international races and rallies, and has undergone a continuous development and improvement as a result of competition experience. This culminated recently in the introduction of the Series III engine embodying numerous modifications which have been found to ensure long-term reliability under prolonged hard driving; a new and sturdier crankshaft is housed in a stiffer crankcase and the oil flow to the bearings has been increased by a new oil gallery layout. There is a revised method of locating the camshaft, and a more positive lower seal for the cylinder liners improves working conditions for the head gaskets. Cylinder heads are polished, as on all Javelin and Jupiter engines, and the bearings are now copper-lead, with a lead-indium plating on thin steel shells. The accent is thus on high performance with low maintenance costs.

The Jupiter has an individual character emphasized by its unusual mechanical design. It is a fast car which handles as a sports model should, but it has bodywork offering more than the normal sports car standards of comfort. The original Mark I car had a two-seater body with folding head, winding windows and a small internal parcel space behind the seats. This car is continued, with the Series III engine, but there is also a new model, the Mark IA, offering more interior space and a rear luggage locker with external opening, at a basic price £70 higher. The chassis frame has been simplified, single large-diameter tubes at the rear replacing the former built-up girder, and the fuel tank has been moved to a position immediately behind the driving seat.

## Easy High-speed Gait

The new car forms the subject of this test which has been carried out over nearly 1,000 miles, mostly in severe weather conditions. It is a smart sporting vehicle which has increased usefulness for touring and everyday use, without sacrifice of performance or handling characteristics. The natural and easy cruising speed lies anywhere between 60 and 75 m.p.h. and the handling qualities are such that high averages are maintained without any special effort. Between 55 and 60 miles can be covered in an hour, depending on favourable traffic and route conditions, and the car is really seen at its best when being driven hard.

The flat four engine is not particularly smooth, and there is some hesitation if the throttle is opened wide at speeds below 1,800 r.p.m., but once above that range it growls happily with a characteristic low-pitched note, and there is no excessive mechanical noise even when the rev counter needle is taken round to 5,500, where the red warning zone begins. In traffic, third gear is used extensively and second gear is desirable when pulling away from slow corners, but the sporting owner will find it no hardship to use the gear box as an aid to extracting the best performance from a willing engine, for the steering column gear change is one of the best of its kind, light and positive in action. The clutch is very smooth, although the pedal travel is rather long, and the Jupiter is one of the easiest cars on which to make really clean and instantaneous full-throttle upward gear changes.

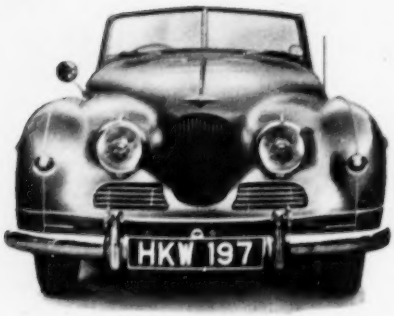
Full hydraulic brakes, with two leading shoes at the front, match the performance and stand up well to hard use. Weather conditions during the test period made it necessary to carry out the brake tests on a wet surface, and the results quoted do not, therefore, represent the absolute maximum retardation available on a dry surface. The limiting factor is the tendency of the rear wheels to lock and slide if excessive pressure is applied to the pedal.

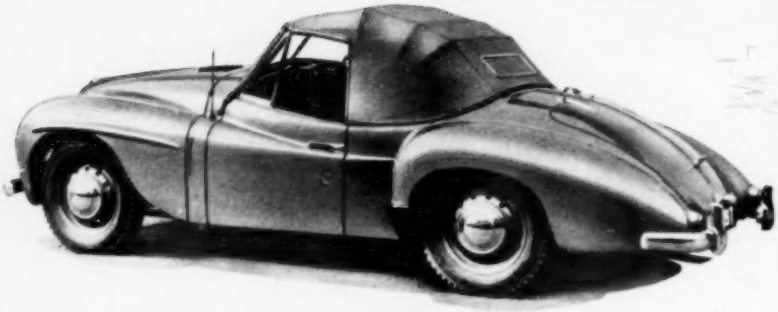
With the fairly heavy concentration of weight on the front wheels, it is possible to produce a tail slide by violent use of throttle or steering wheel on slippery surfaces, but the general behaviour of the car gives adequate warning and correction is easy. It is a safe car on snow and ice, and an amusing one for the driver who appreciates the finer points of handling. The steering has been greatly improved as a result of competition experience. It is slightly lower geared and more sensitive than before and more accurate; it is light, has adequate caster action and gives the driver the "feel" of the road without transmitting more than a minor tremor to the steering wheel on rough surfaces. Fast cornering is a pleasure and stability is good in side winds.

At low speeds the suspension is rather firm, but at normal cruising speeds it gives a steady, level ride and the dampers cope effectively with severe road irregularities. When motoring fast over indifferent surfaces the Jupiter had a satisfactory taut feeling, and the body remained rattle proof. Some roll was noticeable when cornering fast but it never reached disconcerting proportions.

Drivers of varying stature find the driving position highly satisfactory. The wheel is at the right angle, the pedals are well spaced, so that heel and toe can be used simultaneously

Bonnet and front wings rise in one piece, giving unrestricted access to the flat four engine, and the steering and suspension. Prominent in front are the oil filler, oil radiator and dipstick. Equally accessible are plugs, carburettors, the dynamo and the distributor just behind the water pump.



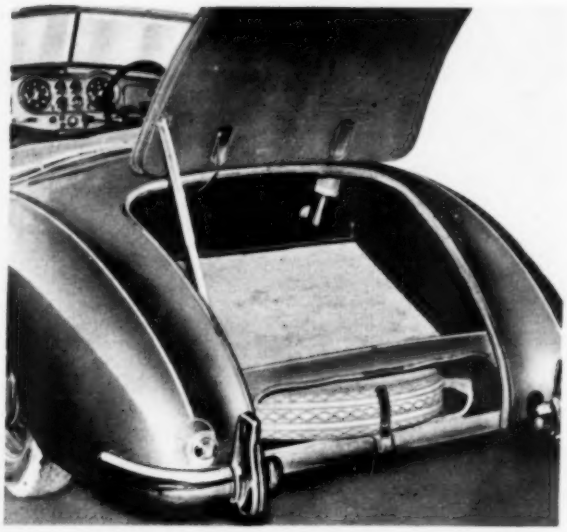
Besides the three main grilles, a horizontal space above the bumper allows a generous area for cooling air. The latest hood (right) has a longer, more graceful line and is easy to erect. Also visible is the lid which rises to give access to a new luggage locker of useful size.

## ROAD TEST . . . . . continued

when braking and changing down, and both front wings are visible, despite the fairly high line of bonnet and facia.

The bench type seat gives comfortable space for two adults, and the shaped back rest affords some lateral support to the driver when cornering fast. The new metal facia seems more suited to the sporting character of the car than the former wooden panel, and it carries full instrumentation, consisting of speedometer with total and trip mileage recorders, rev counter, fuel gauge, oil pressure gauge, ammeter, oil and water thermometers. Indirect illumination is provided, but there is no rheostat. The instrument panel is flanked by two small glove boxes which have lids, but no locks. The hood takes only a few seconds to erect single handed and is secured by two simple fastenings at the top of the screen. When not in use it is concealed under a neatly tailored cover permanently attached to the bodywork.

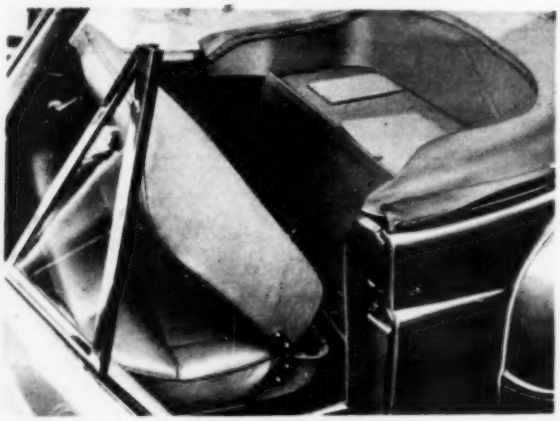
With hood erected and the frameless side windows wound up, the car is transformed from a smart open sports model into a comfortable coupé, and has space behind the seats sufficient to accommodate a medium suitcase plus several small packages, in addition to the luggage locker in the tail. The rear window is small by current standards and the blind rear quarters are sometimes noticed when driving out from a side road into a main traffic stream, but the big outside mirror overcomes the difficulty at other times. Louvres in the top of the bonnet release warm air which appears to help in discouraging ice formation on the screen, and the wipers sweep a good area, but they leave obscured a fairly wide band in the centre of the screen, which can be a nuisance in heavy traffic.



The locker lid lifts to expose both the luggage space and the spare wheel which is housed separately below the sloping floor of the locker.

Even after standing out for hours with the temperature below freezing point, the engine started readily, but the flat four is an exceptionally cool running power unit and it was usually necessary to keep the choke in action for a mile or two before even firing could be assured. In cold weather,

The new metal facia has big instruments centrally mounted with switches and an ash tray below them. There are neat grab handles on the doors and the optional radio is housed in the left-hand glove box. The seat back rest tips forward to reveal the space for small luggage inside the car. The cover plates can be removed to give access to the fuel tank and battery.



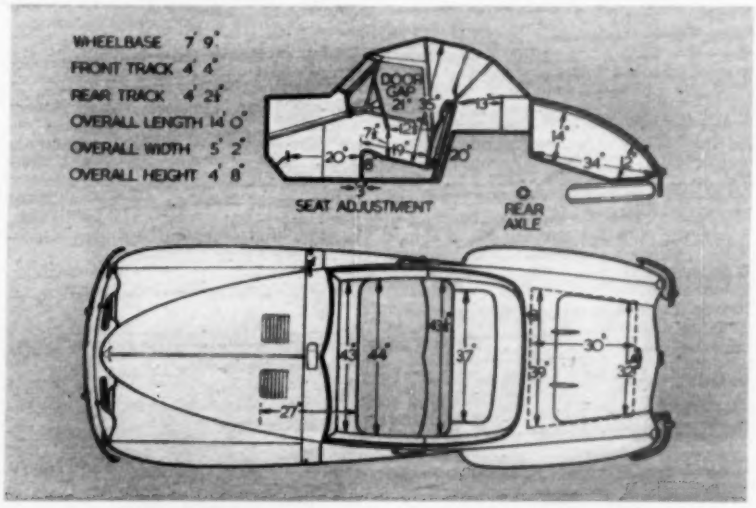
## ROAD TEST . . . . . continued

little heat was transmitted to the passenger compartment, and the water temperature rarely rose over 30 deg C. This was reflected in the performance of the heater, which began to produce useful results only after about five miles had been covered from a cold start. In winter it would probably pay to blank off the greater part of the front grille area. The heater installation does not employ a frontal intake, and continuous use of the electric fan is necessary to provide a flow of warm fresh air.

General equipment and finish are unusually good. Details which merit special mention are the effective pistol grip hand brake, the efficient fuel filler and the neat plated pull handles on the doors. The throttle pedal and the linkage connecting it to the twin carburettors now has a smoother and more progressive action than that on one of the early cars tested two years ago. Strong bumpers and overriders are included in the standard equipment and the bonnet is now secured by quick action toggle clips. Bonnet, radiator grille and front wings lift as one assembly to give free access to the engine, front suspension and steering. Ignition distributor, oil filler, dipstick, plugs and carburettors are particularly easy to reach.

The Mark IA Jupiter is a practical model which gives the owner the satisfaction of having a car with a solid background of competition success, whilst affording him a very pleasant amount of weather protection, bodily comfort and luggage accommodation. It is a versatile model suitable for town or holiday use and will carry two people in comfort at high average speeds with modest operating costs.

## JOWETT JUPITER MARK 1A CONVERTIBLE




**Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.**

### PERFORMANCE

**ACCELERATION:** from constant speeds. Speed, Gear Ratios and time in sec.

| M.P.H. | 4.56 to 1 | 6.3 to 1 | 9.9 to 1 | 16.3 to 1 |
|---|---|---|---|---|
| 10—30 | 12.7 | 8.4 | 4.9 | — |
| 20—40 | 11.7 | 7.4 | — | — |
| 30—50 | 11.0 | 7.6 | — | — |
| 40—60 | 12.0 | 9.0 | — | — |
| 50—70 | 14.3 | — | — | — |

From rest through gears to:

| M.P.H. | sec |
|---|---|
| 30 | 4.9 |
| 50 | 11.7 |
| 60 | 16.8 |
| 70 | 24.5 |

Standing quarter mile, 20.7 sec.

**SPEED ON GEARS:**

| Gear | | M.P.H. (normal and max. at 5,500 r.p.m. limit) | K.P.H. (normal and max at 5,500 r.p.m. limit) |
|---|---|---|---|
| Top | (mean) | 84.2 | 135.5 |
| | (best) | 85.0 | 136.8 |
| 3rd | | 52—67 | 84—108 |
| 2nd | | 34—41 | 55—66 |
| 1st | | 20—25 | 32—40 |

**TRACTIVE RESISTANCE:** 40 lb per ton at 10 M.P.H.

**TRACTIVE EFFORT:**

| | Pull (lb per ton) | Equivalent Gradient |
|---|---|---|
| Top | 200 | 1 in 11.25 |
| Third | 295 | 1 in 7.5 |
| Second | 455 | 1 in 4.8 |

**BRAKES:**

| Efficiency | Pedal Pressure (lb) |
|---|---|
| 92 per cent | 100 |
| 57 per cent | 60 |

**FUEL CONSUMPTION:**

21.8 m.p.g. overall for 460 miles. (12.9 litres per 100 km).

Approximate normal range 21–26 m.p.g. (13.5–10.9 litres per 100 km.)

Fuel, Super grade, 80 octane approx.

**WEATHER:** Cold, damp; light cross wind.

Air temperature 31 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

**SPEEDOMETER CORRECTION: M.P.H.**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Car speedometer | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 |
| True speed | 12 | 20 | 30 | 38 | 47 | 56.5 | 67 | 75 | 83.5 |

### DATA

**PRICE** (basic), with two-seater convertible body, £895.
British purchase tax, £498 14s 5d.
Total (in Great Britain), £1,393 14s 5d.
Extras: Radio £48 0s 7d.
Heater £13 10s 0d.

**ENGINE:** Capacity: 1,485 c.c. (90.61 cu in).
Number of cylinders: 4.
Bore and stroke: 72.5 × 90 mm (2.85 × 3.54in).
Valve gear: O.h.v., push rods.
Compression ratio: 8 to 1.
B.H.P.: 62.5 at 4,500 r.p.m. (B.H.P. per ton laden, 55.2).
Torque 84 lb ft at 3,000 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 17.

**WEIGHT** (with 5 gals fuel), 18.9 cwt (2,121lb).
Weight distribution (per cent): 56.1 F; 43.9 R.
Laden as tested: 22.6 cwt (2,535 lb).
Lb per cc. (laden): 1.7.

**BRAKES:** Type: F, two-leading shoe. R, leading and trailing.
Method of operation: F, hydraulic. R, hydraulic.
Drum dimensions: F, 9in diameter, 1¾in wide. R, 9in diameter, 1¾in wide.
Lining area: F, 61.4 sq in. R, 61.4 sq in. (108.5 sq in per ton laden).

**TYRES:** 5.50—16in.
Pressures (lb per sq in): 21 F; 23 R (normal).

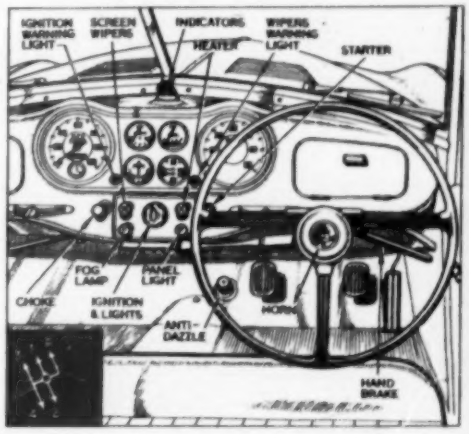
**TANK CAPACITY:** 10 Imperial gallons.
Oil sump, 10 pints.
Cooling system, 17 pints.

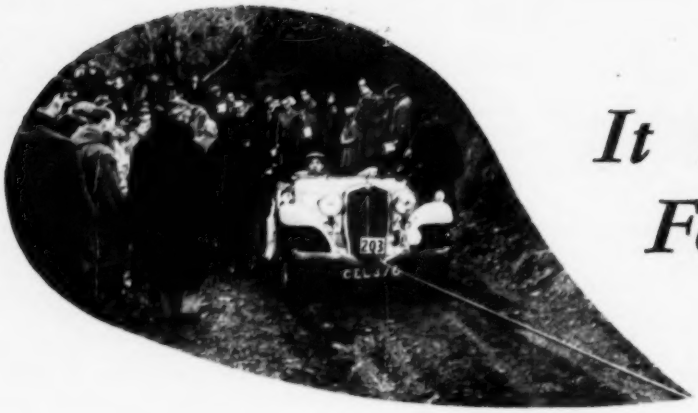
**TURNING CIRCLE:** 31ft (L); 32ft (R).
Steering wheel turns (lock to lock): 3.

**DIMENSIONS:** Wheelbase 7ft 9in.
Track: 4ft 4in (F); 4ft 2½in (R).
Length (overall): 14ft. 0in.
Height: 4ft 8in.
Width: 5ft 2in.
Ground clearance: 8in.
Frontal area: 17 sq ft (approx).

**ELECTRICAL SYSTEM:** 12-volt. 54 ampère-hour battery.
Head lights: Double dip, 36-48 watt.

**SUSPENSION:** Front, double wishbones and longitudinal torsion bars.
Rear, rigid axle on twin parallel trailing arms and transverse torsion bars.





# *It Kept Fine For Them*

The orthodox method of climbing Simms, demonstrated by S. P. Briginshaw (Triumph).

## EXETER TRIAL TAKES IN NEW AND INTERESTING SECTIONS

ONCE again, the M.C.C.'s Exeter Trial attracted a big entry of 166 cars, following a nearly equal number of motor cycles round a long route through Devon and Dorset. Glorious winter weather was, however, a decided break with tradition. During the night of January 2-3, competitors converged on Honiton from three starting points, Virginia Water, Stratford-on-Avon and Launceston. Launceston starters had a circuitous route, so that all three journeys were about 130 miles, and on the whole they had a clear night. There was some fog, not too serious, on some stretches, such as the A303 loop which cuts out part of A30; but there was little in the way of incident.

There was an *hors d'oeuvres* hill after Honiton, before breakfast, and then began the usual Saturday queue at Fingle Bridge, for the famous old climb still presents difficulties. Occasionally one of the very few family cars that still enter (in these days of vulnerable full sides, light tails and heavy fronts) would get stuck in a broken rut that had formed on the lower bend of the stony lane, or run out of grip or power on the top bend. V. Lilley's Ford V8 found a pretty girl to be insufficient ballast, and did better after a halt for half-a-ton of Devonians to climb on the back; and several, not yet in their stride, were over-cautious; even some of the sports cars failed to rocket up. But both casualties and the carpet of leaves on the lane seemed less this year, largely because the stop halfway up the hill had been abolished: straight up, regardless, was the word, and swing round the top bend as quickly as possible. The old favourites have, most of them, dropped out, but the noble old Bayliss-Thomas is still on the job, with W. J. Haward at the wheel.

Waterworks, after the moor's capital, Moretonhampstead, and near Hennock, is a delightful little hill. The artificial lake sparkled blue in the pale sunshine; set in the russet of the bracken-covered hills there was a waterfall and neatly tended lawns. The sunken lane was almost dry, and the stop and restart test and the bend not too difficult, though P. P. Ford's Javelin produced an uncouth noise and the passenger was seen to be holding the gear lever to its job. Going nicely was one of those rare little trials Austin Sevens with a slab tank, as bright as new, and embellished with a fresh-air carburettor intake and a "flame-thrower" lamp. (Lighting generally was present in incredible profusion: as a lamp exhibition the trial was most comprehensive.) Equally well equipped was the starting

A venerable Morris (1,550 c.c., unblown) struggling with the rut on Fingle's lower bend. Owner, J. S. Bacon.

The queue for Fingle stretches across the little stone bridge spanning the Teign. At the head is D. Underwood's Aero Minx, which has a supercharger.

official, complete with Vim, vacuum flask, sandwiches and sentry box, and the air of having been there, man and boy, for forty years: but no brazier.

A noble, corkscrewing descent into Bovey Tracey, and on to Simms, the old terror up which 212 cars were once winched in a pre-war Exeter. Though it was nearly dry, it proved still a stopper. There was a deep hole on the bend. The rocky ledges on the top, steep section are small but enough to cause lack of grip, and the top is steep enough to need power. Take the adventures of some variegated cars over a short period, with a Morgan boobing a gear change, G. M. Sharp's blown Dellow rocketing up, F. E. Shanks' Marauder stopping, with ample power but spinning wheels, an Aero Minx veering heavily and notably short of power for the climb, and one of the old Frazer-Nash 1½-litre cars, high and slim, climbing easily in the hands of F. Morrish. This vast variety of cars makes the M.C.C. trials particularly interesting to watch. However, even some of the H.R.G.s and Morgans, cars particularly suitable for the event, were failing. The blown M.G. of R. W. Christmas went up very fast.

### Greasy Section

There were nearly 30 miles of motoring, the route passing south of Exeter, to the next observed section, Strete's Hill, near Ottery St. Mary. A coating of mud in this long climbing lane was stiff over its surface of large and well-packed flints, at least until lunch time; when, as the sun turned to lemon the slight haze in the wide vale below, the mud grew very greasy. The section was one which had to be bored up as quickly as possible. The next hill was a Dorset one, Knowle (soon after Bridport). This sunken lane was fairly easy, but it had ruts and as one arrived there one might hear, floating down from an unseen climber above the "urrrch-clang!" which announced that the low tail characteristic of some sports car was in trouble. Incidentally, there were XK120 Jaguars in the trial, and this astonishingly versatile model was seen to be as happy in the lanes as on the circuits, with excellent wheel lock, adequate ground clearance, good rear wheel grip and, of course, power that was more than adequate. But one of these cars had several failures through over-caution. There were some Renaults, too, and the little rear-engined cars went very nicely.

Darkness fell at Knowle, with some third of the entry still to go up, and there was still a long way to go to Afflington. But the latter hill, a very slushy climb and bumpy, too, grew for some reason easier with nightfall. The well-muffled starter and his family, looking by the dim glow of the interior lamp of his car like the last people left in the world, castaways in a sea of mud, had to hang on until around 10 p.m. Among the tail-enders was A. C. Westwood, who, with his Dellow, went up by head lamps in a series of giant leaps in what must surely have been f.t.d.! By contrast, A. L. Denyer's old Lea-Francis clomped up steadily; and C. F. Crossby's blown Vauxhall Special, a car with a circuit performance, was also impressive; skill told, and there were many failures on the last section, cars wagging from side to side like a dog's tail before they came to rest.

A dinner-dance at Bournemouth rounded off Saturday's proceedings. The prevalence of sports cars in the Exeter and the shortage of family saloons made this pleasant gathering slightly stag. Sunday's programme—a little sleep.

After a smart getaway, Sir Derek Verner storms Simms with his H.R.G.

Afflington was quite rutted and muddy. The struggles of E. P. Huxham's Morgan amuse the spectators.

A Ford Prefect (L. Griffiths) lurches along the muddy lower slopes of Afflington.

# *Rendezvous at 12,697ft*

## THE VAUXHALL GRYPHON SAYS HELLO TO AN ANDEAN EAGLE

*By R. F. MURLEY*

TWO Londoners working in an office in Caracas decided to spend their annual holiday getting to know the western half of Venezuela. This is a vast, interesting and under-developed country lying within the tropics on the north-east corner of South America, adjacent to Trinidad; the Andes, which form the backbone of this vast continent, in the north sweep round towards the Atlantic, dive under the sea and come up in Trinidad itself. Caracas, the capital of Venezuela, has one of the most attractive settings imaginable; it fills a broad, fertile valley 2,800 feet deep in a branch of the Andes and enjoys a climate such as one always hopes for in August in England. Founded by the Spanish colonists, it is rapidly growing into a city of tall modern buildings, metalled streets and wide shady avenues.

Bent on adventure, we hoped to find complete contrast from life in this city, and we were not disappointed. My car, a Vauxhall Ten, had already proved itself dependable through a year's service in these mountains, and was in perfect condition. But the heights we were contemplating had never been attempted, as far as we knew, in such a small car; and several of our well-wishing friends seemed quite certain that we would never succeed in getting to Colombia and back (it takes five hours to fly from Caracas over the mountains to Bogota—and the roads are such that the normal method of travel between the cities of Venezuela is by air). But never having met a mountain too steep for a Vauxhall Ten, we set off in high hopes. The back of the car was completely filled with luggage (including blankets and sweaters, as protection against the cold at great altitudes, and ex-Army tropical clothing to wear in the plains); and in the locker were a few likely spares (as there would be no contact with the Vauxhall spare parts service for 2,000 miles).

The first hundred miles of the trip was along an excellent concrete road winding through the mountains, never rising much above 3,000 feet and without steep gradients. It afforded many picturesque mountain views, always with banana plantations, sugar cane or palms in the scene. Towards the Lake of Valencia the road began to flatten out and to straighten, and amidst luxuriant vegetation we enjoyed the sight of 150 square miles of peaceful blue-green water sparkling against the background of distant mountains. But here, as the road descended to the *llanos* (plains) the force of the equatorial climate began to make itself felt and we were thankful for the car's excellent ventilation, particularly the sunshine roof and scuttle ventilator.

Shortly after leaving the lake the metalled road ended abruptly. It became a broad straight highway of earth and rock, corrugated very like a sandy beach at low tide but on a much bigger scale. And as the trip was undertaken at the end of the dry season there were formidable quantities of dust and sharp stones, many as large as your fist, lying loose on top. The best technique for driving on this ultra-rough road proved to be never to go slower than 45 m.p.h.; this minimized the bone-shaking effect of the corrugations (which run *across* the road); but even at this speed the perpetual high-frequency pounding was terrific and we had almost to shout to carry on any sort of conversation, and wondered when the car would burst open. We raised a huge cloud of dust which completely obscured any view behind, and there was constant danger of skidding in the drifts of loose dust.

### Hobson's Choice

By noon the sun was overhead, but with the roof and windows open the heat was not intolerable, although the dust accumulated to form a mud-pack on our perspiring faces. Every vehicle we passed or overtook nearly choked us with its following dust-cloud, and every such occasion (they were fortunately rare) involved the danger of driving for 100 yards with visibility reduced to nil. These conditions persisted for two days; the country was never more than undulating, with vegetation limited to parched grass, cactus, scrub and occasional trees. It was impressive for its vastness, and once we had become accustomed to it, and to the fact that the car could apparently endure any amount of its punishment without manifesting so much as a loose screw, it was quite enjoyable. We reflected upon whether the makers had envisaged such roads when they designed the suspension; it seemed miraculous that it could keep the passengers so free from road shocks when the wheels were bouncing so fast and so erratically. Adjusting the pressure of the tyres, which got very hot, was the only attention the car needed throughout these two days.

The first night was spent in Barquisimeto, a medium-sized town, built like all Venezuelan towns on the old Spanish plan of squares of 100 metres intersected by narrow streets; in the centre is a plaza featuring an equestrian statue of Simon Bolivar, the liberator of Venezuela. We were impressed by the small quantity of traffic and the large number of traffic lights, which had the individualistic merit of having the lights in the reverse of the generally

accepted order and ringing a bell whenever they changed.

Valera, where we had planned to spend the second night, proved to be small, sleepy and lacking an inviting hotel. So, having arrived ahead of schedule, because of unexpected freedom from punctures (we were carrying an extra spare tyre, two tubes and a tyre repair outfit), we decided to begin the ascent of the Andes and to reach the first of our mountain stopping places before dark.

Our first impressions of the Trans-Andean Highway were that it bore remarkable resemblance to an English country lane. It was narrow, only occasionally wide enough for two vehicles to pass, and wound its way between high hedges and overhanging trees up a deep river valley. The surface of the whole of the mountain road proved to be earth and rock, but well levelled and without the pernicious corrugations of the plains. Our destination was La Mesa (the name means "the table"), a village standing on an almost perfectly flat table-land sticking out like a giant tongue in the mouth of the valley. To climb up on to the table, first gear had to be used continually, and fifteen tight hairpin bends were negotiated in three miles.

La Mesa is 7,380 feet high and is a beautiful little town with white, red-roofed houses and narrow cobbled streets. We spent three days in its friendly little hotel and enjoyed many walks through the gaunt brown hills which surround and dwarf this fertile plateau; its climate, in spite of its proximity to the Equator, is very English, and honeysuckle and dandelions grow among the bananas and cactus. During our stay, we cleaned the car—hitherto we had been content to wipe the windscreen and to amuse ourselves by writing in the dust the names of the towns through which we had passed.

## Uphill

It was with some regret that we left La Mesa. We felt some apprehension, too, as the excellent view of the great valley showed the Trans-Andean Highway clinging precariously to the mountainside—and, like the many goat tracks, unprotected by so much as a fence from sheer drops of hundreds of feet. Having got down off the table into the valley, we climbed for three hours, steadily and without trouble; sometimes we passed through a cloud and into the sunshine, each time we rounded a corner we were delighted by a new view of enormous magnitude and minute detail. The top of the pass (12,697 feet) is marked by a giant statue of an eagle. The ease with which we reached it was owed chiefly to the car's delightful steering and cornering and to complete freedom from overheating (this last impressed us particularly as at this height water

The road climbs up to La Mesa, a charming little town at 7,380ft. The houses (below) are white and clean, with red roofs, and stand along cobbled streets.

A sinuous stretch of the Trans-Andean Highway, with unprotected drops down the mountain side.

# Rendezvous at 12,697ft . . . . continued

boils at 25 deg below the usual temperature). The only adjustment we made on account of the altitude was to advance the ignition—even with it advanced to its limit the car refused to pink.

At these altitudes the power of the engine is noticeably reduced; we estimated the loss at 40 per cent—about 3 per cent for every 1,000 feet of altitude. When we got out of the car to look at the statue and to pick some heather (the only vegetation up there), we found that the temperatures weren't much above freezing point and that, in spite of our pullovers, scarves and gloves, we had to keep moving to keep warm.

After an hour's steep descent, all in second gear, we came upon Merida. The first view of this city, glowing white and red in the sunshine under the domination of the snow-capped Pico Bolivar (16,423 feet), is across a great canyon. The road makes a diversion of some 20 miles round its edge, and one is able to enjoy the vista of Merida from many different angles, often from between giant *bucare* trees covered with brilliant orange blossom. The city is quiet, dignified and cultured, and proud of its university; it has more university colleges than cinemas, which makes it unusual if not unique.

## Vertical Distance

From Merida to San Cristobal (near the Venezuela-Colombia frontier) is 175 miles, and the road twists continually, climbing over ranges and dropping into valleys. We climbed a total of 14,000 feet and descended 17,000—that is, nearly six miles in the vertical plane—almost continually in second gear, and we were in first more than in top. So numerous are the bends on this road that in spite of the car's light handling and the fact that I wore gloves when the climate permitted it, my hands were sore and beginning to blister at the end of the day. We did the journey in 9 hours, excluding stops (an average of 20 m.p.h.) and this performance surprised us. I don't think any big American car (the standard by which all cars in this country are judged) could improve on it without sacrificing safety.

The sight of such a small car in the mountains frequently brought looks and shouts of amazement from the peasants we passed (these are interesting characters always clad in thick, brightly coloured woollen *ponchos*). Amazement was greatest when my companion stood with his head and shoulders sticking out of the sunshine roof—an unheard-of refinement in an American car. The car was always admired at the petrol filling stations at which we stopped—and the small engine caused astonishment. At one mountain Shell pump we were treated to hot coffee, in addition to the usual free services of air and water.

San Cristobal being only two hours' driving from the Colombian border, we were able to cross the frontier bridge and spend a day in Cucuta, without having to go through the formality of obtaining visas. We found more differences than we had expected between Cucuta and the Venezuelan towns just across the border. The Spanish language and Spanish influence are common to both countries, but the cost of living is apparently at least 50 per cent lower in Colombia. Cucuta's shops contain a wealth of goods of local craftsmanship (whereas Venezuelan shops sell mostly imported goods), and Cucuta has no equestrian statue of Simon Bolivar.

The return journey was as fascinating and almost as trouble-free as the outward one; having once conquered some of the most difficult roads imaginable, we took it for granted that the big-hearted little car could do it again. And it did. We did, in fact, have two punctures—and by the time we reached Caracas the rear tyres had practically no sign of tread left. But mechanical troubles were nil, and without disrupting our schedule we were able to make a diversion of some 250 miles to visit the oilfields bordering Lake Maracaibo, an inland sea of some 4,600 square miles. The Lake basin swelters under the blazing sun; the land is desert, the shore golden sand and shaded by palm trees, and the lake is hot and still, stretching as far as the eye can see.

## Oil Road

We drove to the city of Maracaibo along the 100-mile road bordering the eastern shore of the lake. This road, constructed by the oil companies, is composed of a mixture of crude oil and sand and is as smooth as an English, main road.

Venezuela is the second largest producer and the largest exporter of petroleum in the world, and we saw ample evidence of its over a million barrels a day production: a forest of oil derricks extends for miles on either side of the road, both inland and out into the lake. On most of these wells the drilling is completed, and their production is pumped through subsidiary lines into the 12 and 16in pipelines which run beside the road. At one of the camps of Venezuelan Oil Concessions, Ltd. (a Shell group company) we were shown some of the stages of drilling and production at close quarters, and one of the terminals at which the crude oil is loaded straight into tankers. We were equally interested in the camp itself—the attractive pre-fabricated permanent houses, the gardens, lawns and palm trees, the swimming bath and the club; working in an oil camp does not entail cutting oneself off from the amenities of civilization.

## Atlantic Terminal

Maracaibo, the second city of Venezuela, stands on the western side of the lake at its northern extremity, where it is connected with the Otlantic Ocean by a channel six miles wide. We crossed by the ferry, but had insufficient time to form a complete impression of the city; it is certainly very hot, and apparently less tidy and methodical than Caracas.

Getting back to Caracas involved another two days' "desert driving" over the roads of the plains. Again we managed it without accident—although we saw the effects of three nasty ones—and on the second day the roads were turned into a mud-bath by the unexpected arrival of the rainy season; in one valley the road was so soft that we needed the help of nine lorry drivers and their mates to get through—but there was nothing we could do to help them out of the mire. When we reached Caracas, it was clear that our sceptical friends had revised their opinions of the Vauxhall Ten; we had succeeded where many "more suitable" cars had failed. Running expenses included petrol, one change of oil (no topping-up was required), garaging and a frontier permit; they totalled seven pounds. Could any holiday be better?

The driver's head barely projects above the height of the rear tyres on the Grand Prix Gordine and there is scarcely any projection of the body behind the rear wheels, but the nose projects some distance forward of the hubs, giving the car a characteristic eager appearance.

# New French G.P. Car

## DETAILS OF AMBITIOUS REAR-ENGINED DESIGN NOW NEARING COMPLETION : REAR-ENGINED 3-LITRE SPORTS CAR TO FOLLOW

IN a small workshop on the outskirts of Paris, the first of a team of three Grand Prix racing cars, sponsored as a single-handed effort by M. Sacha Gordine, the French film producer, is now nearing completion. The car is intended for immediate competition in formula 2 events and has a V-eight engine of 1,970 c.c., but it has also been built with the next Grand Prix formula in mind, and the swept volume of the engine can be increased to 2.6 litres by substitution of different pistons and cylinder liners.

The design is the work of M. Vigna, an Italian-born engineer who studied under the late Dr. Porsche, and experimental work is in the hands of M. Perkins, who is of partly Siamese descent, and has previously been working on jet aircraft prototypes. In general layout and mechanical details, Porsche influence is evident. Front suspension is by parallel trailing arms, both upper and lower arms being connected to short transverse torsion bars mounted inside the tubular cross-members of the frame. The rear axle is of the de Dion type, connected to longitudinal torsion bars which are carried inside the main frame tubes. The chassis frame is very simple, consisting of two perfectly straight tubular side members joined by tubular cross members, with a lighter structure forming the body frame welded to it. The car is notable for extensive use of magnesium alloy castings in the engine, transmission and rear suspension, and the formula 2 car is expected to weigh only 1,400lb.

The cast magnesium bell housing is bolted to the gear box and final drive casing. On top is seen the ZF differential unit with the flanges to which the universal joints of the drive shafts are bolted.

The engine is a V-eight with the cylinder blocks mounted at an included angle of 90 deg on a single magnesium alloy casting which comprises crankcase and a heavily finned base-chamber. Unlike other current Grand Prix engines, this one is built on aircraft lines, with separate light alloy cylinder blocks secured by long through bolts. Inside are the detachable wet cylinder liners, the external surfaces of which are closely finned. The two cylinder heads have the valves mounted at an included angle of 90 deg, operated directly by twin overhead camshafts. Valve seats, guides, and plug inserts are in bronze. The crankshaft is a single forging with five main bearings and drives the four camshafts through vertical shafts and gear trains.

A dry sump lubrication system is used, the oil circulating under pressure through both the engine and the gear box. Oil tank and oil cooler are mounted in the nose and all oil, including new oil put in the oil tank, is filtered before it reaches the power unit. The clutch, housed in a lightweight magnesium casing, has double dry plates and transmits the drive to a five-speed all-direct gear box mounted transversely in one casing with the final drive, which is through a ZF limited-slip differential above the gear box. The gear change is rather like that on a motor cycle; the lever moves fore and aft and the driver has to engage each gear, even if only momentarily, in changing up or down. An external transfer gear train allows the final drive ratio to be changed in a quarter of an hour without disturbing the differential.

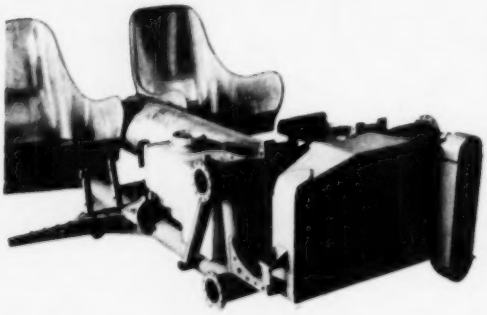
The de Dion axle beam is located by a ball working in a vertical slide on the rear of the final drive housing. It is built up from hollow magnesium alloy castings and is sleeve-jointed to permit slight flexibility in the centre. It is located by two longitudinal radius arms, also magnesium castings, which terminate in ball joints attached to transverse pivots on the chassis frame.

The same light alloy is also used for the enormous air scoops and back-plates of the brakes. The front brakes have drums 16in in diameter and those at the rear are of 14in diameter. All brakes have four leading shoes and are operated by two independent hydraulic circuits, one feeding the front brakes and the other the rear brakes.

Special attention has been given to obtaining efficient cooling with minimum drag. Two small air intakes in the nose of the car feed two small separate radiators, from which the warm air is ducted to outlets just behind the front wheels. With the radiators, oil cooler, oil tank, rack and pinion steering, and coolant header tank, the space in the nose of the car is well filled. The sides of the cockpit are formed by two enormous fuel tanks with a total capacity of 66 gallons, fed by a single enormous filler just ahead of the windscreen. Each tank is secured by two external straps and can be removed in a few moments, opening up the

The trailing arms of the front suspension are pivoted on tubular cross members inside which are the torsion bars. On the brakes enormous cast magnesium back plates act as air scoops. The bonnet is removed to reveal header tank and oil filler. From the short rack and pinion steering gear a central arm operates two slave levers which move the short track rods connected to the front wheels.

A group of components from the Gordine engine including water pump, piston, valve, finned cylinder liner, oil pump, connecting rod and big-end bearing shells.



Front end of the chassis for the new rear-engined sports car, showing the bucket seats on outriggers outside the main frame members, and the tubular cross-members which carry the front suspension. Between the seats is the air exit duct from the radiator and alongside it is the oil tank. On the extreme right can be seen the oil cooler.

whole side of the cockpit and the forward part of the engine compartment.

By simply changing pistons and cylinder liners the engine capacity can be varied up to 3 litres, and, not content with this bold invasion of the Grand Prix field, M. Gordine has plans for the construction of three streamlined, rear-engined two-seater sports cars in the 3-litre category, which will undoubtedly create a sensation if his plans to race them at Le Mans materialize. The chassis frames are already completed and assembly has begun on the first car. Suspension and transmission elements are similar to those of the Grand Prix car, but a single radiator is employed in the nose, with a vertical oil cooler offset to one side. Faithful to his principles of reducing cooling drag by efficient ducting, M. Vigna has provided a single large duct of circular section running back between the two bucket seats to ensure a smooth flow of air away from the radiator.

A vast amount of work has been done with quite limited resources and whether M. Gordine's ambitious plans can be brought to fruition depends on the financial outlook. M. Gordine frankly admits that the effort to put France back in the international motor racing picture is very heavy for one man. Students of Grand Prix car design will note a certain resemblance in external appearance, and in some of the chassis details, between the Gordine and the Cisitalia. It is earnestly to be hoped that the parallel does not extend any farther, for the Cisitalia was a brilliant design of great promise which never raced because the money ran out just as it was completed. There must surely be enough enthusiasm for motor racing in France to enable these cars to be brought to the starting line. It is odd that the two independents should have such similar names, Gordine and Gordini.

## SPECIFICATION

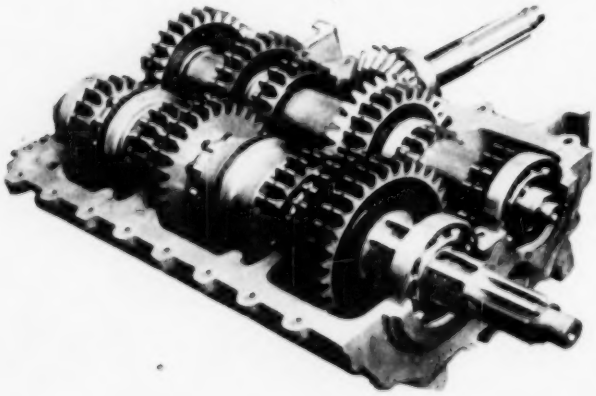
**Engine.**—V-eight 90 deg. 70 × 64 mm, 1,970 c.c. 191 b.h.p. at 8,000 r.p.m. Hemispherical combustion chambers with o.h.v. at 90 deg operated by twin overhead camshafts. Crankcase and base chamber, cylinder blocks and heads in magnesium alloy. Finned wet liners. Dry sump lubrication system feeds engine and gear box. Double oil pump in engine base chamber. Vandervell thin shells in lead indium for main bearings and big-ends. Four double-choke carburettors; single sparking plugs fed by single Vertex magneto. Glycol cooling with twin coolant pumps driven off ends of camshafts; capacity 44 gals per min each.

**Transmission.**—Dry twin plate clutch, transverse five-speed all-indirect gear box and ZF limited slip differential, in unit with engine at rear of chassis.

**Suspension and Steering.**—Parallel trailing arms at front; upper and lower arms connected to transverse torsion bars. Rack and pinion steering. De Dion rear axle with longitudinal torsion bars inside chassis tubes. Friction dampers and Helbig double acting hydraulic piston dampers.

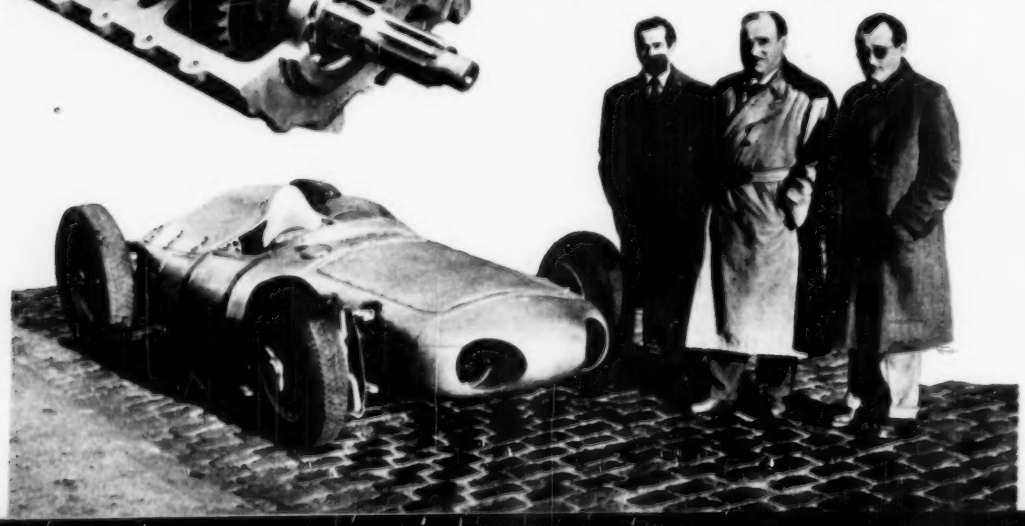
**Wheels, Tyres, Brakes.**—Front tyres, 5.50-17in. Rear, 6.00-17 or 7.50-18in. Four-leading shoe brakes with separate hydraulic circuits front and rear. Front drums 16in diameter, rear 14in diameter.

**Dimensions.**—Wheelbase, 8ft 5½in. Track (front), 4ft 5¼in; (rear) 4ft 4in. Weight (dry) 1,400lb.



Interior of the Gordine five-speed gear box. All gears are indirect, the drive from the engine being received through the central bevel pinion. The spline on the output shaft carries a transfer gear in a separate external casing, by which the final drive ratio can be changed to suit the circuit.

Emphasizing the low build of the Gordine Grand Prix car, the three men responsible for its production are seen standing beside it. Centre, M. Sacha Gordine, right, M. Vigna, the designer, and left, M. Perkins, experimental engineer.



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Unspoiled period houses lining its canals are relics of the bygone prosperity of Bruges as a great commercial centre.

**By Gordon Wilkins**

# 5,000 Miles on 1,500 c.c.

## CONTINENTAL EXPERIENCES WITH A FORD CONSUL AND 1½-LITRE RILEY

NOWHERE is the difference between the living standards of North America and the rest of the Western World more strikingly illustrated than in the amount of horse-power which is considered desirable to move a man and his family about in a car. In the United States a figure of 100 b.h.p. is now widely regarded as the minimum, and a self-respecting family with a social position to maintain dare hardly be seen during 1953 in a car which has an engine smaller than 4½ litres and delivers less than 190-200 b.h.p. In Europe, for obvious reasons, this trend has no counterpart, and for the great majority of people an engine of one third or one quarter the American size, delivering something between 25 and 55 b.h.p., is the maximum which can be considered. It is not solely a question of fuel consumption, because some American cars can be surprisingly economical, but car size and weight are closely related to the engine power, and the tyre bill, repair costs, insurance premiums and garage charges are greatly influenced by the size of the engine.

It is difficult to regard this comparative poverty of horse-power as a very great deprivation, and a personal liking for the 1½-litre engine, as one capable of offering a satisfactory measure of performance and economy, already reinforced by a few successes in competitions where performance, stamina and fuel economy were severely tested, has recently been strengthened by essential motoring which has provided extensive experience with two representative examples in this category, the 1½-litre Riley and the Ford Consul.

The Riley was used in the late spring and early summer of 1952 for a European trip which included several Road Tests and coverage of both the Turin Show and the Mille Miglia race. The car carried two people, plus their luggage for three weeks and all *The Autocar* Road Test impedimenta, which now represents quite a bulky and weighty load in itself. Starting in Belgium, the route led through Germany, Switzerland, Liechtenstein, Italy and back through France. As usual, the schedule was a crowded one and full throttle was used for most of the time.

After testing another car on the Belgian *autoroute* there was time for a quick look at some new 500 c.c. racing cars in construction in Brussels, besides an interesting van to carry them, powered by a flat-four air-cooled engine from a Pilot Cub aircraft. Then it was time to depart eastward for Malmédy and over the vile frontier roads leading to Aachen and the Western Zone of Germany.

At the German frontier post, there is none of the casual informality so familiar elsewhere; everyone is polite, but correct. Passengers are not allowed to stay in the car while the driver attends to the formalities; everyone has to get out and present his own passport for verification. It is unwise to attempt to enter with any large quantities of cigars,

Four lines of traffic and two tram tracks are carried over the Rhine by this vast suspension bridge at Cologne. It was completed within the past two years.

## 5,000 Miles on 1,500 c.c.
### —continued—

tobacco, coffee or tea, as these are subject to heavy duty.

It was two years since I had been in Cologne, and the progress in reconstruction in that time was astonishing. In 1950 a vast vista of ruin stretched on all sides of the cathedral, very like that which surrounds St. Paul's Cathedral today. There was only one road bridge over the Rhine, a British Bailey bridge, and one railway bridge patched up to allow single-line traffic. Now there is a vast suspension bridge carrying six lines of traffic (the cables were made locally and dragged through the streets by tractors); near by is a fine steel bridge carrying four lines of traffic, and the railway bridge is fully restored, with multiple tracks capable of carrying several hundred trains a day. And the Bailey bridge? It was presented to Western Germany by Britain to help the economic reconstruction of the country, but they say it was pulled down soon afterwards and sent back to Britain as scrap.

### Late Work

New department stores have sprung up round Cologne cathedral, and at ten o'clock on a Saturday night workmen were busy on the foundations of a new bank. Big business is running the reconstruction and banks and insurance companies are pouring vast sums into the building of offices, shops, hotels and blocks of flats. Credit for building operations appears to be plentiful, but is said to be tight on consumer goods such as radio, cars, washing machines and refrigerators. No one seems to spend much time puzzling out how to ensure fair shares, but the tempo of activity is hectic, and bricklayers working in teams with a system of jigs reach output figures which are not contemplated in Britain.

To get people under cover quickly, houses have been built on old foundations, using rubble, or new materials, or a mixture of both, and it is not uncommon to see a new top storey in brick, built on a blitzed sandstone building. One day they may pull them down and rebuild, or they may put on a facing of stucco to make the whole thing presentable, but meanwhile they have somewhere weatherproof to live and to work. They maintain the shape of their cities, and on the whole the method seems preferable to the British habit whereby the blitzed centres of some cities have been virtually abandoned to the weeds, and large areas of valuable agricultural land torn up to make sites for new council houses and workers' flats.

The old German pride in work is reasserting itself and in a car factory the assembly line hardly seems to have stopped for the lunch break before the hooter has signalled a resumption of work. The break is only twenty minutes and there are no stops for morning or afternoon tea. There is, of course, good and nourishing food for everyone who is able to earn it. Good beer and sausages full of meat for the working man; lavish meals and fine wines in the elegant new restaurants for the plump and prosperous business chiefs and executives.

From Cologne, the Riley was turned on to the *autobahn* for the run to Stuttgart. One good feature of the *autobahn* is the freedom from advertisements, contrasting strongly with the dreadful rash of advertising signs which defaces the Italian *autostrada*. The *autobahn* has not escaped entirely, however; there are frequent large direction signs in English and American for the guidance of the Allied forces, and on the way to Heidelberg it is a little disconcerting to be

The litter of advertising signs and models which is almost continuous along the Italian autostrada contrasts sharply with

confronted with a vast hoarding which proclaims the fact that one is "now approaching Java Junction, hot coffee day and nite." Heidelberg itself seems to have become a replica of a United States mid-Western city and of its former glories little can be discerned by the passing traveller save the baroque castle still standing on its crag above the Neckar. Bombarded by the troops of Louis XIV, struck by lightning and set on fire more than once, the old castle has seen many strange disturbances in its hundreds of years of history and will probably see many more. In the vaults, the fabulous wine tuns are still intact and so is the famous booby trap clock which catches at least one visitor in every party.

After a few days in Stuttgart, the Riley sped southwards to Frederikshaven and then turned to cross a tiny neck of Austria in driving round the lakeside into Switzerland, but there was no great loss of time before reaching St. Margarethen, in Switzerland, where the Riley was warmly housed underneath the hotel while its crew enjoyed a couple of vast steaks.

The Consul by Lake Como

The next day's motoring took us southwards through a country gay with blossom of tulip trees, cherry and apple to Liechtenstein, where the Prince and Princess and their children in the remote castle on the mountain seem to have suffered from the attentions of tourists, judging by the notices which emphasize that the gardens are private. In this democratic age there were, however, no armed sentries in sight to reinforce the warning.

At Chur, the snow had long since departed and Lenzerheide had that forlorn, deserted village air which comes to ski resorts when the season is over, but there was still one tea shop open to provide brief refreshment before the climb over the Julier Pass, where work was in progress on a vast new reservoir for the city of Zurich; we took a last look down at the doomed village of Marmorera. It was evening when we reached Italy and the drive down past the lakes was

the clean and unspoiled appearance of the German autobahnen. Farmland comes right to the road edge.

punctuated by the crash of the may-bugs, those immense flying beetles, which hit the car in swarms and smack the windscreen with such resounding impacts that one ducks involuntarily, even in a saloon car.

During the week which followed, the Riley worked hard, shuttling backwards and forwards over the 80-85 miles of *autostrada* between Turin and Milan, with several trips farther afield to Bergamo and Brescia. The period culminated in a satisfactory run back from Milan to Turin in a heavy storm of rain, keeping company with one of the very fast and light Fiat 1400s, with Superleggera coachwork, which had run in the Mille Miglia. It was full throttle the whole way and for more than thirty miles the average was about 70 m.p.h., but at the end of the *autostrada* the two cars were still together.

Leaving Turin the next evening, the Riley hummed its way up through the late snow on the Mont Cenis Pass and on through miles of forbidding frontier country to an overnight stop at Chambéry. The next morning brought a warm and brilliant sun which had been conspicuously absent so far and provided a perfect early summer day for the final run back to the coast, which was just as well, as there was some serious motoring to be done, 38 miles in the first hour; the second hour, over tortuous mountain roads, accounted for 49 miles. Thereafter, the average was round about 50 miles for each hour.

There was time for a lavish lunch at Dijon, followed by a brief sleep in the sun when the effects of much eating began to tell on the driver, but after that there were no more stops. Troyes, Château-Thierry, Soissons and Arras all passed by as the Riley kept up its happy, effortless cruising, and finally it pulled into Dunkirk with plenty of time in hand before we rolled on to the night ferry and ate a late supper. A satisfactory day's motoring of 525 miles with no particular fatigue as a result.

The Riley's S.U. carburettor had been adjusted for economy before the journey began, but it will be apparent that the performance had not been allowed to suffer appreciably, and the overall consumption of just over 26 m.p.g. for 2,900 miles is creditable for a car driven hard, over very varied roads. It was a most satisfactory demonstration of the capabilities of a 1½-litre quality car, which is both graceful and practical. It was one of the last, and certainly one of the best-looking cars ever designed to the old formula, with separate wings and running-boards. It would be no light task to evolve a worthy successor in the modern flush-sided manner.

Two troubles have to be recorded. One was the loss of a tiny drain screw from the fuel pump, a trivial incident which magnified itself into a delay of about four hours, as it took place at night on the Belgian *autoroute*, where there are no filling stations, garages or telephones, and where the rural population speaks only Flemish. As the cause of the stoppage was not discovered on first inspection, it was concluded that the car had run out of petrol, and it was only after hitch-hiking several miles and walking miles back again that it was discovered that the petrol did not solve the problem. By the time the tiny vacant hole in the pump had been located and a replacement screw improvised, the night was well advanced.

The only other untoward occurrence was the blowing of an exhaust flange gasket after many hours of full-throttle driving. The spare in the tool kit appeared to be made out of a sort of brown paper, and it was no particular surprise when that, too, failed after about 40 miles. After a few days of noisy motoring with an open exhaust a proper replacement in copper and asbestos was fabricated by an Italian mechanic, and no further bother was experienced.

### British Consul

The second car, a Ford Consul, is an excellent example of the modern popular car in the 1½-litre category, although for some inexplicable reason the designers have seen fit to give its engine a swept volume of 1,508 c.c., thus imposing a needless handicap on owners who, with factory approval, enter their cars in competitions. With its chunky outline and astonishing carrying capacity, the Consul simply asks to be heavily loaded, and this is the treatment it received on a late summer expedition to Belgium, Switzerland, Italy and France, undertaken for the purpose of carrying out a series of Road Tests, visiting foreign car factories and covering the Monza Grand Prix.

With four adults, luggage for three weeks and, once again, the Road Test equipment, every bit of the Consul's carrying capacity was utilized, and when it left Ostend it was carrying nearly 900lb of load. For the first few days it was based on Bruges as a centre while road testing proceeded, with the delays inseparable therefrom. There was time for an evening run over to Knocke and Le Zoute, where there are some rather fine and elegant villas among the sand dunes, contrasting with the rather tasteless and shapeless coloured brick buildings that disfigure so much of the Belgian coast. There was a chance, too, of exploring the canals of Bruges by boat, of watching the old ladies sitting at their cottage doorways making lace, and of climbing the 365 steps up the belfry tower. The famous belfry was built in 1619, but the bells were added later. There are 47 of them, which can be rung by hand or played automatically by a kind of mammoth, creaking pianola. Unfortunately, the Passion Play of the *Sanguis Christi*, with its 2,500 actors performing in a floodlit setting in the great square before the belfry, had taken place a few days before, and the open-air stage was just being dismantled. One aspect of Bruges at that time of the year was the extraordinary persistence of the mosquitoes. Not for nothing do the hotels provide gauze on the windows, and British visitors remove it at their peril.

### The Ghost

Road testing completed, the road lay through the rolling Ardennes on an evening run which was memorable for the astonishing sight of a pair of gloves and a hat walking across the road without any visible means of support. It turned out to be a new employment for Scotchlite, the luminous material which is being used by the Belgian police, in common with some others on the Continent, to render their signals more visible at night. After an overnight stop

German improvisation in Stuttgart : new houses are built with rubble and new materials on old foundations.

ût Marche, where the crew was replenished from the efficient kitchen of the *Rôtiserie de la Famenne* and the Consul was refilled from one of the new electric pumps which shuts itself off when the tank is full, we turned southwards for a heavy day which was to take us most of the way to Italy.

The first hour led through the scenes of the bitter fighting of the German Ardennes offensive in the winter of 1944. Bastogne now has a Sherman tank in the town square, guarding a bust of the American commander whose colloquial and monosyllabic response to the German demand for his surrender is commemorated in a large sign which invites the visitor "Visitez la musée 'Nuts'!" While it was still morning we were in France, passing the fountains and the delicate wrought ironwork of the Stanislaus Square in Nancy and later stopping for a brief picnic lunch in a wood before crossing the frontier into Switzerland. So far it had been a brilliant sunny day, but rain lashed down as the Consul sped through Lucerne, round the north side of the lake, past the Queen Astrid memorial with its ever-present throng of visitors, through Altdorf, and on over the twisting roads to Andermatt.

### Mountain Mist

By the time the St. Gotthard Pass was reached it was a black stormy night and a thick mist blocked out the surrounding peaks. Eventually the road itself became lost in the clouds and near the top of the pass extensive road reconstruction was taking place. The Consul droned up in second gear over muddy tracks reminiscent of a British trials hill with the added perils of the white mist to hide the unprotected edges. At last the long descent began and eventually the lights of Airolo could be discerned twinkling far below. I had previously been there in the spring of 1951, just after the disastrous avalanche which obliterated part of the town and killed many of its inhabitants. Flood, fire and bombing each have a horror of its own, but an avalanche has a specially sinister aspect, contrasting so sharply with the sparkling snow around it, and Airolo has still not fully recovered.

That night the Consul reached Bellinzona, in Switzerland's Italian-speaking Ticino, to conclude another good day's motoring. Despite the heavy load and the holiday weekend traffic on the roads, the total was 447 miles; the total time was 14 hours, from which stops of approximately 75 minutes have to be deducted to give an average running speed of 35 m.p.h., with a best hour of 47 miles. In all that time the Consul had been passed only once, by an Alfa Romeo 1900, the driver of which emphatically disliked the fog on the St. Gotthard and dropped back, never to catch us again.

The run down through Lugano to Milan next morning provided a reminder that the Italian frontier at Ponte Chiasso is to be avoided in the summer. What with the long queue of waiting cars, two deep, the inspection of documents, the changing of money and the purchasing of petrol coupons to obtain the special tourist rate, the frontier crossing cost a delay of nearly 1½ hours. It is much better to go round by Ponte Tresa and descend via Varese into the Plain of Lombardy.

We went via Como to begin more work in Milan, and the Consul spent its next few days in high-speed running on the *autostrada* between Milan, Turin, Monza, and Como. These were long, hard days of road testing and interviewing often for 12 hours at a stretch, with blazing sun all day, but there were brief relaxations at night when one could drive out for a late dinner in the open-air restaurants in the city squares of Milan and Turin or run up for a breath of cool air to the restaurants in the hills, with terraces from which one can see the whole of Turin twinkling like a star-spangled map under a velvet sky. And no visit to Turin is complete without a climb up to the Superga, the graceful basilica where the Kings of Savoy are buried, or to the neighbouring landmark, the vast winged victory which forms Turin's memorial to the fallen of the 1914-18 war.

The Milanese are fortunate in summer, for a short run on the *autostrada* takes them to the lakeside resorts of

## 5,000 Miles on 1,500 c.c.

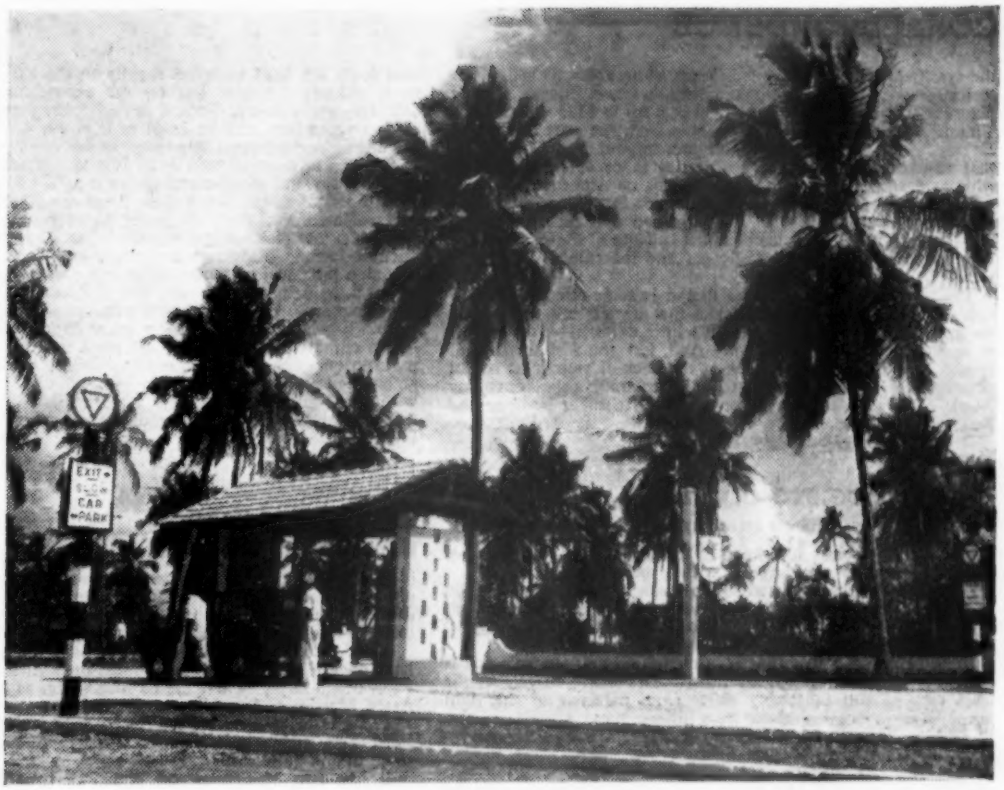
### continued

Varese or Como for swimming, sailing or speed-boating, and at the weekends the roads are crowded with scooters, often with wives or girl friends on the pillion and not infrequently carrying additional burdens in the form of dogs or small children. The performance they deliver from engines of a mere 125 c.c. is quite astonishing.

The Consul's weekend retreat was a few miles away over the hills, at Cernusco, where Count Lurani had his usual gay house party for the Monza race meeting and where the garage walls are covered with the autographs of motor racing celebrities of both the pre-war and post-war periods. Then it was soon time to turn northward again, on the long run to Paris. Starting from Turin early in the morning, the car had reached Macon by lunchtime. From then conditions rapidly deteriorated, for the main road up to Saulieu was undergoing the most extensive grading and widening operations, with bulldozers in fours and fives still hard at it long after 6 p.m. The scale of these operations necessitated long detours with slow processions of traffic running bonnet to tail round narrow by-ways just like a happy English holiday crowd on the summer run to the coast. This played havoc with the average speed and the arrival in Paris was long behind schedule. It had been a hard day's driving, but by no means a tiring one. The total from Turin to Paris was 485 miles, with filthy weather for much of the way and the running average was just over 40 m.p.h. with 56 miles in the best hour.

The Ford had proved itself as practical and functional as its looks suggest. It had carried a very heavy load for most of the time and had not been specifically tuned for economy. Moreover, it was an early example of the type, which had already had quite a hard life, but over a total distance of 2,400 miles of hard driving its fuel consumption averaged a fraction above 20 m.p.g. Mechanical trouble was confined to a delay caused by dirt on the quick thread of the starter pinion, a predicament which is admittedly aggravated by the modern tendency to abolish the starting handle. Otherwise the only fault to be found is the inadequacy of the petrol filler, which makes it almost impossible to fill the tank without an excessive rate of loss. This means that on a long Continental run one tends to stop for petrol at least three times a day and may have to pay for it in three different currencies.

Both cars proved untiring to drive, and both are clearly capable of energetic day-to-day service, with a capacity for covering long distances under heavy loading worthy of bigger vehicles. Differing widely in style, design and price, they cover between them a big range of motoring requirements.




Midwinter escape picture—a roadside filling station in East Africa.

# CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

## CORNERING

### Quicker to Drift After All

[64643.]—I, like Mr. D. E. Wright [64624], was interested by The Scribe's query on cornering, and Mr. Wright's letter has prompted me to write.

Mr. Wright assumes that the radial acceleration is constant for all radii. I am sure he meant the *maximum* radial acceleration is constant; this will be true only so long as complete adhesion of all wheels is maintained, since this maximum acceleration will be provided by the limiting frictional force between car and road. Since the limiting frictional force is proportional to the weight of the car (constant) for a given surface, this assumption is justified. But it misses the whole point of The Scribe's question, ". . . to drift, or not to drift. . ."

Consider a car rounding a bend of given radius. The speed depends on the radial, or centripetal, force available. The maximum speed with complete adhesion thus depends on the limiting friction acting, and if the speed round the corner is to be further increased, the centripetal force must be augmented. This is done by drifting the car, i.e., turning it "into" the corner so that a component part of the tractive effort is used to provide the extra force required; the rest of the tractive effort is used to keep the car travelling peripherally.

Thus, so long as the car has the available power to fulfil these two functions, it is quicker to drift than to maintain adhesion at a given radius. Much more, then, is it quicker to drift round a small radius than to maintain adhesion at a larger one. Note that it is not possible to drift at a lower speed than that given by limiting adhesion; because then the car would run up the grass verge, or what have you!

In actual racing practice, the corner is approached wide whilst the drift is developed. The drift is then held at the minimum radius possible, by the driver adjusting the steering and throttle to maintain the stability of the car. We are all familiar with the effects of the skill (or lack of it) of the driver in this connection.

I hope this has answered the question to The Scribe's satisfaction. It remains for me to wish him, all *The Autocar* staff and all my fellow readers, a very happy and prosperous new year.

H. E. JOHNSON.

Birmingham.

[Thank you, Mr. Johnson. The Scribe declares himself well satisfied with your lucid answer to his question.—ED.]

## MATTERS OF STYLE

### Renewed Outburst of Rear End "Snobbery"

[64644.]—The photograph of the Nash in your November 28 issue showed a spare wheel in a conspicuously exposed position on the rear. Your explanation of why this vestigial appendage appeared there gave extra trunk room as the reason. This, I fear, is a most secondary purpose.

Take the Kaiser. It has a kidney-shaped petrol tank beside a depressed horizontal wheel well. Yet on the rear end there is the exposed, or "Continental," spare. And the well? I saw the only good use for it at a recent pistol match. The owner had it filled with cracked ice and beer. But when he wanted to move baggage in or out of the trunk he had to lift it around or over this rather clumsily hinged and tilting wheel. There are available two kinds of kits to give almost any car that so-called Continental look. The pseudo, which is only a cover and leaves

# CORRESPONDENCE . . . . . continued

the tyre in the trunk where it belongs, costs about $30.00. The real super de luxe kit, complete with brackets, hinges, licence plate lights, bumper extensions, will cost up to $175 plus labour. This is practically guaranteed to rattle from the start and, as an air trap, to take up to 10 m.p.h. off your flat-out speed. The fact that you can't lift the week's groceries in or out of the trunk without dislocating your back seems to be no deterrent.

I had hoped to see the last of these when Ford stopped making the Continental Lincolns. That car had a trunk with access like that of a top-loading ice box, just because of the spare wheel. The only thing that could easily get into the trunk of ours was water.

The only justification for the design is some attempt at individuality. Cars are so much alike that owners are tempted to do something, anything, to make it a little different—perhaps just to help find it in a parking lot. And, lest you feel stirrings of insular glee at our designs, look at the back of your most recent productions. I will confess that I, too, was probing the stern of my Mark VII with a steel rule just to see what might be done and how it would look. L. A. BENTON.

Bound Brook, New Jersey, U.S.A.

## ORNITHOLOGIST'S CORNER

### The Back-window Bobbers Have Reached Australia

[64645.]—Your pleas for the migration of the bobbing birdies do not appear, as you suggest, to have been in vain.

These have now migrated to Australia and are to be seen in ever-increasing numbers on our roads. Their favourite habitat appears to be on windows of cars with whitewalled tyres, dummy port holes and much chromium nonsense.

A point which I have not seen mentioned in your columns is that these birds are obviously disease carriers, as drivers of the cars they inhabit invariably suffer from paralysis of the right arm, thus preventing them from giving hand signals.

Dubbo, New South Wales. L. E. JAMIESON.

## SODIUM COOLING

### Behaviour of Fluid at High Temperature

[64646.]—With reference to Mr. W. A. Scott's letter [64617], since sodium is quite fluid at 100 deg C, it will circulate by ordinary thermal convection inside the cylinder jacket, and so carry the heat from the hot inner surface to the outer surface on which the air cooling fins would be placed.

Newcastle-upon-Tyne. H. A. SISSON.

## TURNING RIGHT

### Uniformity Approaching in Australia

[64647.]—Mr. Walter Griffith, in his letter [64508] under the heading "Intersections," refers to the method of turning right in some of the capital cities of Australia.

Mr. Griffith may be interested to learn that, with the exception of Victoria, the right-hand turn is completed in all States from the centre of the roadway. In the above exception, strenuous efforts are being made to alter existing practice to conform with that of the other States.

We feel that the time is not far distant when the necessary change will be effected, as a special committee has been set up by the Commonwealth, comprising State transport authorities, who have been working for some considerable time on a code of uniform traffic laws for adoption by Victoria, New South Wales, Queensland, Tasmania, South Australia and Western Australia. The numerous proposals embodied in the work of this committee, of course, include a uniform method of turning to the right. BRUCE H. BOYKETT, Secretary,

Adelaide. Royal Automobile Association of S.A. (Inc.).

## PREMIUM FUELS

### Side-valve Engines Capable of Improvement

[64648.]—The statement that side-valve engines are less likely than o.h.v. engines to benefit from the use of premium fuel is apt to be misleading (page 1702, December 19). This presumes that the thermal efficiency (turning heat into useful work or power) of current engines is the best possible in production jobs. The simple teachings of James Watt and other early engineers show otherwise. For one clue we need only look at Max Millar's article (page 1693) on the early Rolls-Royce and consider its remarkable performance with a 3.2 to 1 compression ratio.

The R.-R. used a one-piece head and cylinder, thus permitting heat from the head to travel rapidly to the cylinder, which, in turn, reduces the heat lost by the expanding "gas" to the cylinder—more heat is devoted to raising the push on the piston. Such a rapid heat transfer helps to level out the temperature in the engine and prevents low-speed knock and pinking.

This can be demonstrated if the asbestos cylinder head gasket is thrown away and an all-metal gasket carefully fitted.

The Editorial in *Automobile Engineer* (December) on the effect of carbon deposits on power losses probably explains the reason for most side-valve engines being disappointing in production form. Provided that the hotter spots are effectively cooled, a high average temperature improves b.m.e.p. and torque. This can be demonstrated even with the orthodox asbestos gasket if one closes 80 per cent of each water way in the cylinder head (or block) which does not supply water directly to the valve seats—this eliminates the pinking and gives upward of 10 per cent more torque, almost regardless of carbon formation. Also, such an engine can be run comfortably and with further gain in torque without an induction manifold hot-spot in cold weather.

We have yet much to relearn about s.v. engines which was forgotten thirty years ago. H. C. BARTY.

Gravesend, Kent.

## SPORT IN TASMANIA

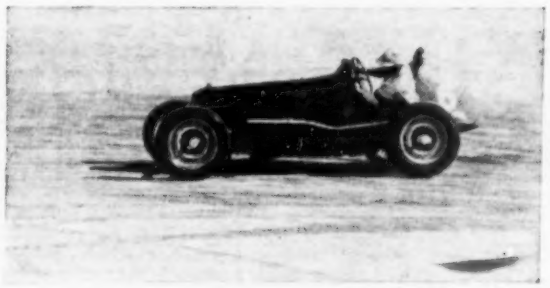
### Performance Cars in the Island

[64649.]—I wonder if your readers would be interested in the photograph of one of Tasmania's specials. Our small island cannot boast of many racing cars, and these few are all home-made specials or else family saloons slightly "hotted."

All of these cars are entered in events by owner-drivers. Perhaps once a year we may have races on a disused airstrip, also a few beach races. There are no such things as Allards, Coopers, Aston Martins and suchlike in Tasmania.

The one below has, believe it or not, a very much "hotted" Ford Ten engine in a Salmson chassis. It can do speeds up to 85 m.p.h. quite easily.

In the two Tasmanian car clubs we have a few Ford V8 chassis, a supercharged Mercury chassis, some Ford Tens, Austin



Salmson-Ford—an unusual combination.

Sevens, TDs, TCs, a Bristol 400, a B.M.W. special, a Skoda special, a Consul, a Riley with a Ford Ten engine, a Javelin special, and one or two others. We do not get enough entries in events to divide the cars into classes, so they have to be handicapped.

Here in "Tassie" we find *The Autocar* most interesting in its race and rally reports, Road Tests, and so on.

Launceston, Tasmania. A. E. BROWN.

## SUPPRESSORS

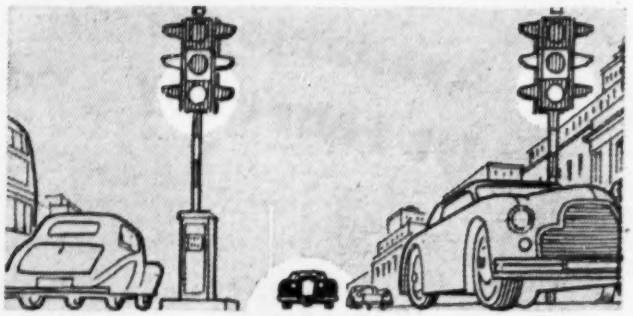
### Confusion Between Suppression and Screening

[64650.]—Your correspondent Mr. William J. Hughes, B.E.M. [64611] is surely getting a little mixed. *All* aircraft plugs are fitted with suppressors or resistors by the manufacturers of the sparking plugs. The suppressors or resistors are fitted internally.

Mr. A. I. Forbes Simpson [64590] does not in any way tend to mislead. He knows his facts whereas Mr. Hughes is very wide of the point. The method explained by him of suppression is known in the R.A.F. and the aircraft world as screening, and is adopted to obviate radiation of electrical interference. This has nothing whatever to do with the reason for fitting resistors or suppressors internally or externally in sparking plugs; these are

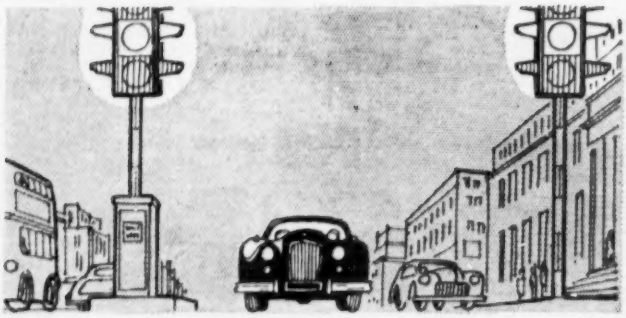
Available on
1st February
DOMINION
the driving spirit!
From February 1st, motorists who want a non-premium motor spirit will prefer DOMINION. This thoroughly reliable motor spirit is supplied and guaranteed by the National Benzole Company Limited, the distributing organisation owned and entirely controlled by the producers of British Benzole.

# MAKE MOTORING REALLY SAFE

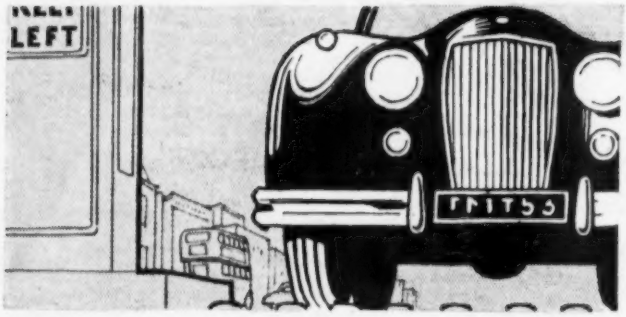


Brake drums are rather like people—they're apt to get rather hot and bothered. And a brake drum at 300° centigrade is quite hot enough to be bothered about... especially when a brake lining continues to be pressed against it with some force! With the searing heat of a brake drum as partner, linings sometimes will fade or lose efficiency. Ferodo Limited believe in research and testing and then more research and more testing, which is why Ferodo anti-fade brake linings will give you safer, smoother, more reliable braking under the trying conditions of modern motoring. **Your guarantee that genuine Ferodo anti-fade linings have been fitted is the orange and black label which the garage will attach to your steering wheel after a re-line.**

# WITH FERODO



# THE ANTI-FADE BRAKE LININGS

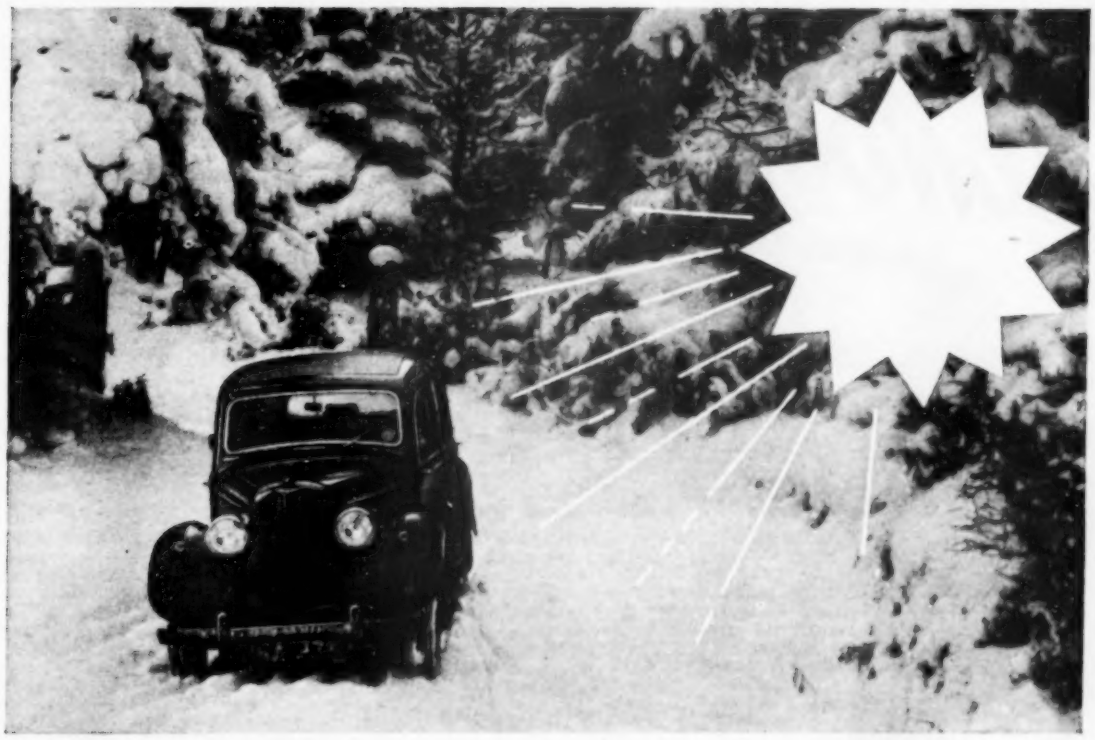



**✳ When did you last have your brakes tested?**

Brakes become inefficient so *gradually* that you may not be aware of it. Why not have them checked at a local garage displaying this sign? When a re-line is necessary—insist on

**FERODO BRAKE LININGS**

FERODO LIMITED · CHAPEL-EN-LE-FRITH
*A Member of the Turner & Newall Organisation*



# Sun for a private summer

This winter you can have a private summer of your own inside your car, and carry it about with you wherever your winter motoring may take you. The sun for your private summer is a Smiths car heater, which will use waste heat from your engine to keep you and all your passengers summer-warm on the coldest winter's day—and will keep your windscreen free from dangerous mist and frost.

**SMITHS**

**CAR HEATERS**

**FOR YOUR PRESENT CAR**
Ask your local garage to fit a Smiths car heater. Prices from £9.

**FOR YOUR NEW CAR**
Specify a Smiths car heater to be factory-fitted before you take delivery.

*One of* **SMITHS** *accessories for better motoring*

# LONDON TO THE CAPE

30th December, 1952

Dunlop Rubber Co. Ltd.,
Port Dunlop,
Erdington,
Birmingham 24.

Dear Sirs,

Having clipped the London to Cape Town run by nearly eight and a half days on my new Humber Super Snipe I cannot praise too much the wonderful service that Dunlop Gold Seal tyres gave us.

In tropical heat, freezing cold, roads bad beyond description, baked hard as rock or deep in treacherous mud; miles of burning hot sand and jungle roads they stood up to it all. Many, many times I thought "no tyres can ever take this punishment" but they certainly did and I take off my hat to Dunlop.

Yours faithfully,

G C Hinchliffe

*Congratulations to*

**G. C. HINCHLIFFE**

**WHOSE HUMBER SUPER SNIPE**

***WAS FITTED WITH***

# DUNLOP

***THE TYRES WITH THE GOLD SEAL***

3H/101

# MID-WINTER MADNESS

## MONTE CARLO RALLY NOW IMMINENT

Competitors starting fr m Monte Carlo will follow a route which forms a central circuit. Ont this, competitors from each f the other six starting p ints will converge at points arranged to ensure a similar total f just over 2,000 miles for each itinerary.

EACH year it seems to the interested onlooker that the Monte Carlo Rally must surely have reached its peak, and that the following year will see a decline in entries and enthusiasm for the famous European winter struggle against fatigue, mountainous country and appalling weather conditions. Yet, when the following January comes around, it is seen that once again the prospects are better than ever.

In eleven days' time, on Tuesday, January 20, the 440 entrants in this year's rally, the 23rd of the series, will leave their seven starting points to commence the 2,050-mile journey down to the Côte d'Azur and (theoretically, at least) the Mediterranean sunshine. Actually, of course, a proportion of them start from Monte Carlo itself, to climb immediately into the snowy heights of the Alpes Maritimes.

For the next three days and nights, they must maintain an overall average speed, including all stops, of 31½ m.p.h.; this sounds reasonably low, and, indeed, presents comparatively little difficulty while the route is confined to straight main roads and the weather is not too bad. But when the tortuous mountain sections are encountered, when blizzards are frequently the order of the day, when the road disappears entirely beneath banks of snow and the crew are already bleary-eyed and fatigued by over two days and nights of continuous motoring—then it is a very different story.

Among the 440 are many different types of car, and an equally divergent selection of people. The cars are all saloons; this is now laid down in the regulations. They must all be normal production models, and the modifications from standard which may be incorporated are few and strictly controlled. Last year's winner, Britain's Sydney Allard, is once more setting out in an Allard saloon, this time with his brother Leslie as co-driver; Stirling Moss, who took second place in 1952 with a Sunbeam-Talbot, tries again with the same *marque* and the same crew, Desmond Scannell of the B.R.D.C. and J. A. Cooper of *The Autocar*. The number of Sunbeam-Talbots, in fact, is a feature of the British entry; eight works-sponsored cars and twenty-three privately owned.

The redoubtable German Porsche cars appear in strength, and it is interesting that Harry Sutcliffe, well-known British rally driver, has entered one of them. Dennis Taylor, British rally champion for 1952, is driving an Austin A.40 with L. J. Tracey; Ford Zephyrs appear in such capable hands as those of Ken Wharton, T. H. Wisdom and M. Gatsonides. Among the large French entry are many Simcas, including those of E. Chaboud, Dr. M. Angelvin and J. Scaron, and an almost equal number of the redoubtable baby Renaults, with Louis Rosier, J. Redele and E. de Regibus among their drivers. Louis Chiron, the famous Monégasque racing driver, is this year to be seen at the wheel of a Lancia Aurelia.

The weather last week in the two critical sections, the ranges of mountains called the Massif Central and the Alpes Maritimes, was extremely bad, with more snow and ice than at this time last year. But the climatic changes can be so swift in those regions that nobody can forecast conditions for the event itself.

## CARS, ENTRANTS AND STARTING POINTS

*Co-drivers of British entries, and competition numbers of Glasgow cars*

### STARTERS FROM GLASGOW:

**A.C. 1,991:** L. J. Brisacher and D. J. Isaacs (No 135). **Allard 3,622:** W. L. Butler and D. E. Godfrey (144). K. Watkins and J. Westcott (139). G. Wood and M. Wilson (213). B. Lashwood and Miss S. Leach (226). **4,375:** S. H. Allard and T. L. Allard (184). F. G. Curtis (192). **Alvis 2,993:** Miss D. M. M. Stanley-Turner and Mrs. N. Mitchell (180). **Austin 1,200:** J. D. Scott and J. G. Marks (127). G. McKerracher and T. Tannahill (132). H. C. Hobson and G. D. Rose (175). Mrs. L. E. Grounds and Mrs. D. C. Osborn (203). D. O'Mara Taylor and L. J. Tracey (216). J. A. McLaughlin and B. McLaughlin (223). **2,199:** Dr. W. H. Osborn and G. A. Lewis (187). W. T. Franklin and J. Miles (208). **2,660:** J. C. Nairn and W. Steven (152). T. G. Shanley and J. Thirlwell (160). B. H. Leader and L. M. Leader (171). **3,995:** C. B. Pilgrin and W. S. Power (188). **Bentley 4,566:** W. M. Couper and P. Pillingham (197). **Bristol 1,971:** J. W. E. Banks and W. G. Wright (163).

**Ford 933:** J. G. Reece and P. B. Reece (149). **1,172:** G. Patrick. **2,262:** H. C. Roberts and A. Hall. J. Risk and A. Gordon (205). T. C. Harrison and R. W. Phillips (207). **3,622:** P. W. White and J. S. Wakelin (159). **Healey 2,443:** R. Gascoigne-Pees and D. Stout (166). A. Meredith-Owens and A. Pitts (173). **Hillman Minx 1,265:** R. A. Dando and H. Kennedy (157). M. B. Anderson and R. M. Hastie (168). B. McCaldin and G. Houston (181). **Holden 2,166:** L. Davison and S. J. Jones (177). **Humber 4,086:** M. Day and C. Hartley (179). **Jaguar 3,442:** M. Wick and M. Levy (124). F. C. Merrill and W. Pearce (133). B. E. Bradnack and D. F. Truman (137). J. P. Kehoe and N. Lepler (167). R. J. Adams (182). J. Glasgow and C. Croll (224). D. C. T. Bennett and Mrs. Elsa Bennett (225). E. I. Appleyard and Mrs. P. C. Appleyard (228). **2,664:** H. Harrop and T. Saxton (156). **Jensen 4,000:** R. Sleigh and R. Martin (215). **Jowett Javelin 1,486:** F. Baker and F. Marchant (128). A. R. Foster and G. Holdsworth (134). F. D. Dundas (143). H. L. Brooke and W. Pitcher (178). C. A. Leavens and Mrs. J. Leavens (193). F. P. Grounds and J. B. Hay (222).

**Lagonda 2,580:** B. G. McCartney-Filgate and J. Millard (125). **Lanchester 1,968:** C. Corbishley and C. Hardman (169). **Morris 900:** R. J. Noble and G. Wolseley (146). D. O'Clery and H. W. Irwin (194). **918:** K. D. Fraser and J. N. Marshall (186). **Porsche 1,286:** H. Sutcliffe and Mrs. P. E. Sutcliffe (162). **Renault 748:** P. Walton (126). E. N. Brinkman and M. D. Johnson (185). E. J. Newton and W. Bancroft (214). **Riley 1,496:** A. C. Potier Godino and W. Baxter (151). **2,443:** T. W. Dargue and R. F. Frazer (153). J. T. Spare and L. Griffiths (154). R. P. Lane and D. Plant (155). A. P. Warren and G. L. Carte (183). G. Howard-Sorrell and L. Johnson (190). L. Sims and E. Rudd (206). L. J. Mars and J. Bolton (210). W. R. Sutherland and I. M. Sutherland (212). G. J. Fender and E. Tweney (218). **Rover 2,103:** Miss H. N. Dunham (198).

**Singer 1,497:** L. J. Bilbao and E. Valerio (145). **Standard Vanguard 2,088:** D. S. Done and G. N. Milton (158). F. J. A. Vivian and C. H. Vivian (191). C. Holden and J. Ashworth (200). J. Stoddart and W. Stoddart (217). **Sunbeam-Talbot 2,267:** E. W. Quero and C. Harrington (129). J. H. K. Kemsley and P. Fotheringham-Parker (130). T. B. Christie and G. Menzies (131). J. R. Skeggs and A. E. Teer (140). E. S. Sneath (147). C. B. Offley and W. Offley (150). J. Blumer and R. H. Harris (156). A. Pownall (161). G. R. Hartwell and P. G. Cooper (164). P. R. Bolton and P. Morrell (170). R. A. Sinclair and F. C. Grant (172). L. F. Ashfield and Miss J. M. Slatter (174). P. C. E. Harper and S. Asbury (189). R. W. Merrick and J. D. Sleeman (195). A. B. Fraser (196). C. F. Bartlett (201). D. Perring and J. Suter (202). L. G. Johnson and D. Humphrey (204). E. R. Evans (209). E. D. Maguire and Mrs. E. D. Maguire (211). C. Edge and A. Roberts (219). A. G. Imhof and R. Baxter (227). C. Cooper and J. Fischel (229). R. S. Henson and A. H. Collinson (230). **Triumph 2,088:** J. Ashworth (176). **Vauxhall 2,262:** G. H. Turnbull (141). H. F. Pocock and A. Firmin (199). A. Lineker and G. E. Neville. **Volkswagen 1,086:** L. D. Collen and W. J. Fitzsimmons (165). **Wolseley 1,476:** Dr. A. D. Mitchell and S. J. Veitch (220).

### FROM LISBON:

**Alfa Romeo 1,884:** G. C. Valerio, M. Nunes dos Santos, R. Lanza di Trabia. **Allard 4,375:** Conde de Monte-Real. **Citroen 2,867:** P. Davoust, E. Joret, J. Lacerda. T. F. Culbert, P. Loustaunau-Lacau, R. Echard. **1,911:** R. Paule. **Chrysler 5,420:** A. de Chatellus. **Delahaye 3,557:** M. R. Crespin. **Fiat 1,395:** Mar. Cuguero Conchello, F. Hulsker. **1,089:** M. Collange. **Ford 933:** D. Murray. **2,158:** A. Aury, G. Watripon, J. Lamotte, Cl. Le Guesec. **2,262:** T. Wisdom and J. Simpson.

**Hotchkiss 3,485:** J. C. Cohade, M. Worms, B. Delbreil-Berges. **Jaguar 3,442:** P. F. Mascarenhas, A. J. A. de Brito, J. N. Sosa. **Jowett Javelin 1,486:** Mme. G. Francois-Sigrand, J. Latune. **Jupiter 1,486:** M. Becquart. **Lancia 1,991:** G. Houel, C. Pinto Coelho, J. H. Zorab. **Mercedes-Benz 2,195:** M. E. Becker, R. Magnier. **1,767:** J. Hazemeiler, M. Lecoq. **Oldsmobile 4,970:** L. Dufour.

**Panhard 850:** M. Dufay, M. Gignoux, A. Blanchard, H. Dominque, J. Dannenmuller, M. Grosgogeat, J. Cazon, R. Stempert. **745:** Mme. O. Dannenmuller, D. Magalhais, G. Andres, F. Berteaux, A. Clement-Bayard. **Peugeot 1,290:** P. Guiraud, R. Lemail, A. Loyer, Mme. Hammersley, R. L. Revillon, P. Henry-Haye, E. Dominici, P. Skawinski, F. Boisson, L. Petit, X. Hue, J. Provost, R. Amy. **Porsche 1,490:** A. F. Stock, H. Patthey, P. Molinelli, E. de Martorell, Marzac, J. Lapauze, J. Capucho, Mme. E. Imbert, J. D. Ramos Jorge. **1,086:** J. Demolliens, J. Graca, L. Roque.

**Renault 748:** J. Herbert, Mme. J. Darquier-Rio, J. Lecat, J. Baussy, Mme. M. Pochin, E. A. R. Chevroton, Y. Lesur, G. L. Panuel, J. Vernet, J. Estager, L. J. Rosier, A. Cognet, L. Pons, P. Lamarque, J. Vial. **1,996:** E. Roux, R. Techeney. **Simca Aronde 1,221:** P. de Noailles, M. Garapon, F. Forestier, R. Zlatiev, J. Morin, R. Marchand, J. Viazzi, J. Laroche, M. Lauga, J. P. Lesieur, G. Mercader, F. Moore and J. Hartley, R. Mercier, G. Fraichard, B. Vrigny, R. Loyer, R. Martin and A. Thomas, E. Baboin, A. Siboulet, J. P. Orsetti, R. Demole. **Sport 1,221:** A. Causse, J. Lapouille, R. Rousseau. **1,090:** L. Cornet, B. Denis.

**Standard Vanguard 2,088:** E. B. Wadsworth and R. Dickson. **Sunbeam-Talbot 2,267:** Mrs. A. Needham and Mrs. L. Renaud.

### FROM STOCKHOLM:

**Alfa Romeo 1,884:** I. Wollert. **Allard 4,375:** E. E. Hagstrom. **3,622:** O. Vilkas. **Borgward 1,498:** Dr. G. H. E. Bontemps. **Citroen 1,911:** A. Sipahi. **2,867:** T. T. Lindblom. **Ford 1,508:** K. F. Johansen. **2,262:** J. I. Hartley, R. S. Nellemann. **2,158:** U. Lamminen. **3,917:** J. B. Kvarnstrom, V. Hansson. **Jaguar 3,442:** H. Korppoo. **Jowett Javelin 1,486:** B. H. Boesen. **Kaiser 2,640:** A. G. Olsson. **Mercedes-Benz 1,767:** T. G. O. Rodin, B. Anderson. **2,195:** S. Nottorp

## MID-WINTER MADNESS . . . . . continued

**Peugeot 1,290:** L. I. Mattila, O. Persson, S. I. Rikkila, K. Heinisuo, J. Heike, M. Nolix, A. Thampert, I. Anderssen. **Porsche 1,490:** H. K. Sjogren. **Renault 748:** P. J. Barck, O. J. Martikainen, C. L. S. Lohmander. **Saab 764:** C. E. Larsson, Mrs. G. Mo'ander. **Simca Aronde 1,221:** O. M. Carstedt, E. Pylvanainen, P. A. Wallmaki. **Sport 1,221:** M. Kesatsara, E. V. Sukki. **Skoda 1,221:** U. A. Paavolainen, J. S. Lumme. **Sunbeam-Talbot 2,267:** H. Proos Hoogendyk.

**Tatraplan 1,950:** M. Hansen. **Volkswagen 1,131:** S. G. Torling, J. Voigt-Nielsen, E. K. Wiener, B. H. Jonsson. **Volvo 1,420:** C. Wegelius, S. K. Lindholm.

### FROM OSLO :

**Alfa Romeo 1,884:** E. Aubert. **B.M.W. 1,971:** K. Westby. **Bergward 1,758:** I. Crefsen, A. Syversen. **Dyna Veritas 745:** L. Vo d Johansen. **Ford 2,262:** R. Rohne. **I.F.A. 900:** F. Halvorsen. **Jowett Javelin 1,486:** K. Erichsen. **Mercedes-Benz 1,767:** C. J. Holbraaten. **Peugeot 1,290:** A. Fergh, C. Benetson. **Porsche 1,490:** A. Hinsverk. **Renault 1,996:** R. Busch. **Simca 1,221:** K. Bryde, Mrs. A. B. Norling. **Veritas Nurburg 1,988:** J. Cremer. **Volkswagen 1,086:** C. Johansson.

### FROM MONTE CARLO :

**Alfa Romeo 1,884:** A. Canonica. **Bergward 1,498:** A. Blanajaar, M. Nathan. **Citroen 2,867:** R. Kissler, C. Audibert, J. Vilreon, R. Marion, F. Auriach. **1,911:** A. Pouchol. **Delahaye 3,557:** R. Crovetto, R. Cotton, R. Ghesquiere. **Ford 2,262:** R. W. Faulkner, M. Gatsonides. **3,622:** N. W. Kastner. **I.F.A. 900:** H. J. C. de Rijk. **Jaguar 3,442:** T. Sloper, F. Roque Rivero, J. Fabregas-Bas, E. Spilliotakis, C. Vard and A. Jolley. **Kaiser 2,640:** J. Lucas. **Lancia 1,991:** L. Chiron, F. Miro-Sans, A. Locatelli. **Mercedes-Benz 2,195:** G. Leiner, C. Ravan. **Nash 2,825:** J. Dewez.

**Opel 2,473:** H. van den Bergh. **Panhard 745:** R. Bouchayer, R. Marchand, M. Parucci, J. Besson, A. Gerakis. **850:** J. Cottet, J. Masse, H. Bossenmec, G. Guyot, J. Guigou. **Peugeot 1,290:** P. David, C. de Ridder, M. Guerin, G. Chantrel, P. Forstel, R. Rastit, C. Lesage, L. Davagnier. **Porsche 1,286:** W. P. A. van Lammeren, S. Schild. **1,086:** Bied. **1,490:** R. Cuchet, W. Ringgenberg, M. Bianco, Van der Kaart, W. Loffer.

**Renault 748:** L. Picon, A. Arnaud, L. Marsan, G. Aghion, A. Briat, L. Vicens, P. Garczynski, R. Schollemann, J. Redele, E. de Regibus, Mme. J. Bagarry. **Riley 2,443:** J. I. Bremner and A. G. Oldworth. **Simca Aronde 1,221:** M. Levy, R. Paoli, J. Mizza, J. Maurel, E. Chaboud, Mme. G. Rousuit, M. Angelvin, S. Blon, Dr. J. Revis, J. Scaron, G. Dunod, P. Millet, J. Charrier, J. Cauchy. **Sport 1,221:** A. Grali, S. Drouilleau. **Sunbeam-Talbot 2,267:** S. Moss and J. Cooper, Miss S. van Damm and Mrs. F. V. Clarke, W. H. Waring and G. Wilkins, N. Garrad, J. C. Fitch and J. Cutts. **Volkswagen 1,131:** S. O'Flaherty.

### FROM PALERMO :

**Alfa Romeo 1,884:** A. D'Amico, G. Malacola, G. Castelli-Guidi, W. Lionetti, P. Aprile, J. Herret. **Fiat 570:** O. Monaco. **1,089:** F. Coppola. **1,900:** G. Capelli. **1,395:** A. Pirrone. **Lancia 1,991:** E. Matuella, E. Cristillin, F. Gatta, M. Damonte. **1,754:** B. Solima, A. Prateo. **Pontiac 4,400:** A. Forlanini. **Renault-Frégate 1,996:** A. Ploeg.

### FROM MUNICH :

**Bergward 1,758:** Th. von Harlessem. **Citroen 1,991:** G. Seibert. **Fiat 1,395:** M. Vukovic. **Ford 1,172:** P. Ktull. **Goliath 688:** A. Schon. **Gutbrod 663:** W. Garn, W. Gutbrod. **Jaguar 3,442:** E. J. R. Lestrange. **Kaiser 2,640:** P. Le Rouvil ois. **Mercedes-Benz 2,195:** K. Breitter. **2,996:** R. Becker, A. Lehmann. **1,767:** M. Fischer. **Morgan 2,088:** R. K. N. Clarkson. **Opel 1,488:** R. Rampinelli. **2,473:** M. Polle.

**Peugeot 1,290:** J. Heidendahl. **Porsche 1,086:** P. Merck, J. Greger, P. Meub, H. Friederichs, J. Tietsch, J. Schliessmeyer, W. Enge, R. von Frankenberg, W. Comte Einseedel, F. Prinz von Preussen, H. Niedermayer, W. Buschmann. **1,490:** O. Labriola, M. Elmenhorst. **Renault 748:** T. Heffrich, H. Gockler, L. Chardin, H. Hirschauer. **1,996:** J. F. Schieck. **Standard Vanguard 2,088:** H. G. Arndt. **Volkswagen 1,086:** H. Theden, F. Hamann.

# Well Met by Moonlight

## THE VINTAGE S.C.C. CONCLUDES ANOTHER SUCCESSFUL MEASHAM RALLY

THIS year's Measham Rally again showed the popularity of this event, organized by the Midland region of the Vintage Sports Car Club. Some 200 miles of night driving were followed by three tests at the Measham auction sales ground. Of the 90 entries, divided into three classes (vintage, thoroughbred post-vintage, and the rest), there were only six (non-vintage) non-starters.

The route sorted out the competitors, and only 21 cars out of the 84 starters arrived at Measham without loss of marks. It was a rally that emphasized the need for quick and accurate navigation as well as good driving. From Church Stretton the route went into the Welsh hills, and at one point, while one group of competitors was endeavouring to climb a stiff hill, another misguided group appeared down the slope! However, this was all part of the fun. It was also rumoured that on one of the timed sections f.t.d. went to a local farmer who failed to stop. At the night start it was fine and dry, yet one or two ice patches were found quite early on in the hilly section. By about three o'clock there was bright moonlight, but this was also accompanied by black ice between Sandford and Cheswardine.

The first of the series of driving tests in the V.S.C.C. Measham Rally necessitated driving both forwards and in reverse up and down semi-circular lanes, without knocking over the marker sticks. Here a "chain-gang" Frazer-Nash is seen undergoing the ordeal.

### Compulsory Coffee

At the Ternhill control, some 50 miles before the finish of the road section, there was a twenty-minute compulsory stop and delicious cups of coffee. Competitors were arriving in the best of spirits, although by no means in the same order as they had started. From Ternhill to Measham it was fairly plain sailing, although some of the narrow lanes had surface conditions similar to those of the M.I.R.A. proving ground pitching test, and enabled comparisons to be made between suspension systems ancient and modern. On arrival at Measham the cars were put through the normal acceleration and braking tests; unfortunately the timing gear was a little erratic and this resulted in some competitors having to perform the tests several times before a satisfactory recording was obtained.

After breakfast the loudspeakers announced the start of the first special test, which consisted of driving forwards and backwards through a semi-circular lane without knocking over rows of sticks which lined the flanks. This test produced some amusing results. P. B. Reece, driving a Morgan, went through very clean and fast. On the other hand, E. Y. Fulwood, in an M.G., knocked down a very large number of the posts and only just missed one of the marshals who had dashed in to re-erect them.

The second test consisted of a standing start from a "pit area," round the houses, and then a pit stop to remove and replace the spare wheel. This was followed by another run round the course to a timing point at the finishing straight.

Some very interesting performances resulted and there were some ingenious methods of removing and replacing wheels. Arnold-Forster's Frazer-Nash made a very good start, but shed a chain on the first time round. However, he still had a few chains left and was able to continue in another gear. Perhaps the most exciting run was that by P. J. Binns, who made a very quick stop and had drilled his navigator to take a flying leap into the back of the car, clutching the spare wheel, to save time. Unfortunately the driver was one jump ahead of his navigator, who, in company with the wheel, landed on the road behind the car. P. J. Harris went off in fine fettle, but his car developed a very expensive noise and came to a standstill with a disintegrating clutch. J. M. Collier, driving an Austin, demonstrated some extremely brisk team work and made a particularly fast stop, while J. R. Pearce, driving an M.G., decided to go round the first circuit twice instead of branching off down the finishing straight.

Altogether the rally provided lots of fun as well as a very good test of skill on the part of the driver and navigator, and the endurance of the car.

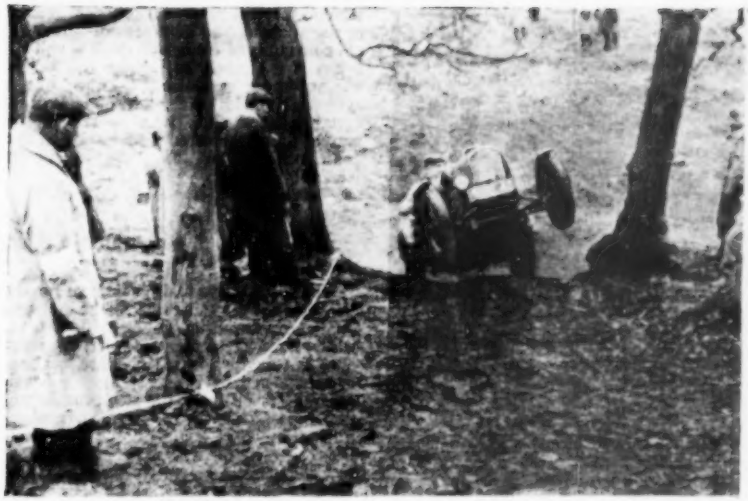
**PROVISIONAL RESULTS**

**Measham Challenge Trophy (best performance V.S.C.C. member driving vintage car):** Lancia 2,120 (H. M. Goodmun). **Silver Cup (best performance any class):** M.G. 1,250 (R. A. Gouldbourn).

**Class 1:** 1, Sunbeam 2,998 (P. W. McNaughtan); 2, O.M. 1,991 (P. J. Binns); 3, Bentley 4,398 (D. W. D. Showell). **Class 2:** 1, Alvis 1,645 (L. J. Stretton); 2, Lagonda 2,619 (G. S. Sanders); 3, Riley 1,098 (P. F. Paice). **Class 3:** 1, Morgan 2,088 (P. B. Reece); 2, H. R. G. 1,496 (J. V. S. Brown); 3, M.G. 1,292 (G. J. Wilkes).

**Best Lady:** Morris 1,476 (Miss F. Haynes).

**Closed Vintage car:** Bentley 4,398 (H. M. Sinclair).



# THE SPORT

by

J. A. COOPER

More like a mountain goat than a car! A scene from the recent R.A.C. Trials Championship, showing the Price Special of D. W. Price just after striking a severe bump.

ONE point which received a good deal of attention at the annual conference of the clubs at the R.A.C. some two months ago was the desirability of establishing an association of clubs in the South of England, on the lines of those already in existence in the Midlands and the North. This is an excellent idea, for the more co-operation which can be induced between the clubs in each area, the easier the task will be of resolving all the problems entailed by the overcrowded national calendar, and the greater the interchange of ideas and entries between the various clubs.

It is not, of course, a new proposal; some efforts were made a few years ago to get a southern association under way, but at that time few of the clubs seemed to express much enthusiasm for the project, and it was reluctantly abandoned. Meanwhile, however, the associations in other parts of the country—in which the North of England led the way—have proved very successful and entirely practical. On various occasions they had been consulted by the competitions committee of the R.A.C. when particular regional problems have cropped up, and there seems no doubt that this tendency will increase in the future with beneficial results to all concerned.

THE South has, therefore, lagged behind in this matter up to the present. However, efforts are now being made to do something constructive to remedy this state of affairs, and I do hope that they will prove successful, as the need for such an organization is becoming increasingly apparent. The lead is being taken by J. H. Appleton, the secretary of the London M.C.; a meeting is being convened on January 29 at 7.30 p.m. on the hospitable premises of the Red Cow in Hammersmith Road, in West London. A number of clubs have already signified their intention of being represented at the meeting, and it is hoped that many more will do so. All recognized clubs in the South of England are cordially invited—so make sure that your club will have its voice in the gathering!

IT is now certain that the Crystal Palace will once again be used as a racing circuit, although some of the organizational details remain to be settled in the near future. The new owners of the Crystal Palace, the L.C.C., have decided in favour of the project, which will be tried out for the coming 1953 season; if successful, it may well become a permanent attraction.

The circuit to be used will comprise the outer ring of the pre-war circuit, with a new short cut across the neck of the old internal loop; this will shorten the length of the lap to about 1.3 miles, but will make the circuit very much faster than hitherto. The lap record in 1939 was only just above 60 m.p.h., whereas now it seems probable that lap speeds of 70-75 will be quite easily attainable. The new modification will also mean that the cars will be travelling really fast round a slight bend just before the finishing line, which will increase the spectacular value of the racing.

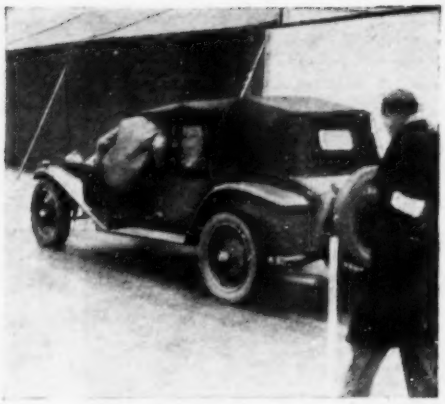
In 1953 it is hoped that there will be three meetings for car racing (and probably the same number of motor cycle events); at first the racing will be confined to formula 3 cars, but it is probable that a formula 2 race of some importance will be staged towards the end of the season. The circuit will be managed by the L.C.C., and the organization of the racing undertaken on its behalf by one or two established motor clubs.

With the great increase in popularity of motor racing which has taken place since the war, there seems every possibility that the Crystal Palace venture will draw large crowds. In many ways it has great advantages; it is easily accessible to large numbers of people, the circuit has good natural features, and there is the eventual possibility of a longer circuit being adopted should success attend it during the coming season.

WITH the Monte Carlo Rally now imminent, the regulations for subsequent events are already appearing; the next major event of this kind is the Sestriere Rally, organized by the A.C. of Turin. This is scheduled to take place between February 26 and March 2; there are six starting points in Italy (Bari, Bologna, Milan, Naples, Rome and Turin), and seven elsewhere (Berne, Brussels, Frankfurt, The Hague, London, Marseilles and Paris). In each case the route as far as Turin (on which point all routes converge) will measure approximately 670 miles; therefrom the common itinerary runs in a large southward loop through Piacenza, Bologna, Florence, Spoleto, Rome and Imperia back to Turin and thence up to the winter sporting resort of Sestriere, a total distance of a further 1,100 miles and a grand total, therefore, of between 1,750 and 1,800 miles. Many passes are included in the route; a 23-mile speed hill-climb will take place *en route* up the Colle di Nava, each competitor incurring half a penalty mark for each second by which he is slower than the fastest car in his class, while on a closed 1¼-mile stretch of *autostrada* there will be a timed test in which each car must achieve a speed within 5 per cent of the maximum speed claimed for the car in its manufacturer's catalogue. That should make some people think!

The cars will be divided into four capacity classes: up to 750 c.c., 751-1,600, 1,601-2,000, and over 2,000 c.c. In addition, there will be a separate category for sports cars; all cars must be catalogued models, the touring examples having a minimum annual production figure of 1,000 cars (up to 2,000 c.c.) and 500 cars over 2,000 c.c., while of the sports cars at least 25 examples must have been built within one year. A few minor modifications only are permitted.

# THE SPORT . . . continued



One of the tests in the V.S.C.C. Measham Rally included a compulsory pit stop. Here the passenger of a Lancia is seen attempting to regain his seat in the car, the driver of which is waiting for no one before restarting!

After the road section is completed, the first ten competitors in each class will take part in the final test, which consists of three laps of a short circuit at the top of the Sestriere pass (on snow and ice, therefore), the marks for which will be calculated on a formula basis taking into account both speed and regularity. This year, the Sestriere Rally is the second event counting towards the new International Rally Championship, so it will no doubt attract a large entry; the first prize, incidentally, is an 1,100 c.c. Fiat saloon, while the class winners receive approximately £250 each. Regulations and entry forms may be obtained from Thomas Cook and Son, Ltd., Berkeley Street, Piccadilly, London, W.1; the closing date for entries at single fees is January 31, with an extension of one week at double fees.

OUT in New Zealand, the Wellington Car Club recently held a very successful hill-climb within the city boundaries and only about three miles from the centre of the capital. The course was ¾-mile long, including ten corners, of which two were sharp hairpins; about forty cars competed; among them were two Coopers, a J.B.S., a Railton, an XK120 Jaguar, two Ford V8-engined specials and a variety of Morgans, M.G.s, etc. R. A. Gibbons had a field day, for his Cooper made f.t.d. and his Jaguar scored second place against fierce opposition.

## COMING SHORTLY

**JANUARY 10.**—Mercedes-Benz Club. Tax Emancipation Rally, Layton's Wine Bar, Duke Street, London W.1, 12 noon.
**11.**—N. Midland M.C. Trial, Dore Moor Inn, Sheffield, 2.30 p.m.
**14.**—B.A.R.C. (S.W. Centre). Annual dinner and dance, Polygon Hotel, Southampton.
**14.**—Allard O.C. Annual dinner and dance, Frascati's Restaurant, Oxford Street, London, W.1, 7.30 p.m.
**16.**—Sheffield and Hallamshire M.C. Annual dinner and dance, Grand Hotel, Sheffield.
**17-18.**—King's College M.C. Allendale Rally, Union Society, King's College, Newcastle-upon-Tyne, 2 p.m.
**18.—Argentine G.P.**
**18.**—Hants and Berks M.C. Point to point trial, Links Hotel, Liphook, Hampshire, 12 noon.
**19.**—Oxford M.C. General meeting, George Restaurant, George Street, Oxford, 7.30 p.m.
**20.**—N. London Enthusiasts C.C. Annual general meeting, Green Man, 128, Hale Lane, Edgware, Middlesex, 8 p.m.
**20-27.—Monte Carlo Rally.**

The next event of any size in that area will be the race for the Lady Wigram Trophy, to be held at Christchurch on February 28.

THAT intrepid soul Spike Rhiando, having temporarily, at least, forsaken the Skirrow on the speedway and the Trimax on the circuits, is now engaged in another project; to get to Cape Town on a motor scooter of his own design! With streamlined closed coachwork, an electric starter, and a radio, this is the last word in luxury motor scooters; but I can't honestly say that I envy him, nevertheless. Still, I don't want to go to Cape Town. Spike left England in the very early morning of last Saturday, and was apparently proposing to ride down almost non-stop to Marseilles, thence to take a 'plane to the African continent. I wish him luck; the Sahara never did attract me, but on a motor scooter . . . !

THE Bugatti Register of all Bugatti cars, whether owned by members of the Bugatti O.C. or not, is now nearing completion. Any Bugatti owner who has not already done so is asked to write to the compiler of the Register, Barry Eaglesfield, The Old House, Akeley, near Buckingham, giving his name and address and full particulars of his car—registration, engine and chassis numbers, date, type, style of body, colour, et cetera. Also, will anyone who has performed this service but has since sold the car concerned please inform the compiler and give him the new owner's name and address, so that this, the Register's first edition, may be as up to date as possible?

THE regulations for the Indianapolis 500-mile race have now been modified to permit the entry of cars propelled by gas turbine power units. Wilbur Shaw, the famous ex-racing driver who governs the Indianapolis empire, has stated that this step has been taken to encourage designers and to assure them that such cars would be acceptable when they reach a sufficiently advanced state of development—incidentally, he is reputed also to have said that he knew of two such cars already under construction.

I think it is unquestionable that the gas turbine car will become a practical reality in the space of the next year or three. I am conventional enough to think it will be a pity if it entirely supersedes the piston engine—mere sentiment, I know, but I sympathize with the high official of a certain motor club, who at the recent annual dinner referred disdainfully to the gas turbine car as "flatulence on wheels!"

THE scene is gradually being set for the first real Grand Prix race of the year, in the Argentine on January 18. Meanwhile, however, another race has been run over there, which in recent years has been overshadowed by the long-distance Mexican road race; this is the stock car Argentine road-racing Gran Premio, covering a total distance of 2,696 miles. The route lies from Buenos Aires to Mendoza, thence to Catamarca in Northern Argentina, then back to Buenos Aires, and finishes with two laps of the new autodrome there. In the recent (thirty-first) edition of the event, the winner, Rosendo Hernandez, finished only 31 sec ahead of Juan Galvez, who had won in the three previous years; a very small margin indeed after that marathon across the country and back! Both these drivers were at the wheel of Fords, while two Chevrolets came third and fourth.

Natural hazards were not wanting, for Oscar Galvez was put out in the first 40 miles through hitting a large dog and smashing his car's radiator. Over the first 420 miles, a Ford driven by Ernesto Petrini averaged 98½ m.p.h., in spite of the fact that the regulations forbade special cylinder heads or more than one carburettor. There were 101 starters.

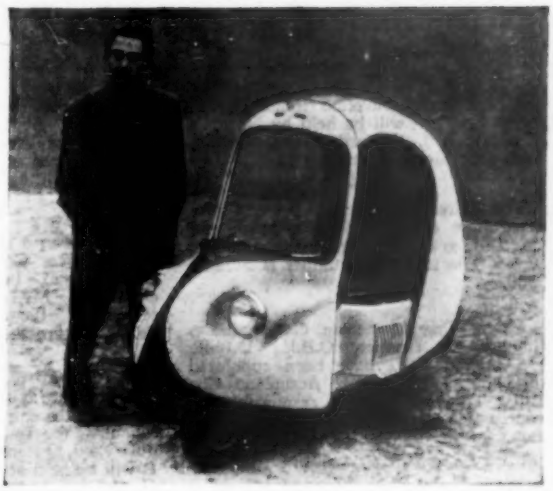
**RESULT**

1, Ford (R. Hernandez), 35h 20m 1.2s, 80.76 m.p.h.; 2, Ford (J. Galvez), 35h 20m 32.4s; 3, Chevrolet (R. Caparros) 35h 26m 38.3s; 4, Chevrolet (E. Marcilla); 5, Ford (A. Logulo); 6, Ford (J. Marchini).

UNFORTUNATELY, the result of the Ulster Trophy race at Dundrod last June was accidentally omitted from the list of principal race results of the year published in the issue of this journal for December 26 last. I hasten to assure the Ulster A.C. that there was no intention to boycott Northern Ireland—at least, not in this office; perhaps we got hold of an anti-Ulster gremlin!

# CLUB NEWS

**King's College M.C.**—To be run in two road sections, on January 17 and 18, the Allendale Rally is another well-devised event run by a university motor club; it is open to members of the Newcastle and D.M.C., Berwick and D.M.C., Cumberland Sporting C.C., Manchester University M.C., and, of course, the organizing club. On the Saturday, the course will cover approximately 150 miles, with six-figure map references to locate many of the check points. On the second day there is another road section and a regularity test to resolve any ties. Average speed for the whole event will not exceed 27 m.p.h. Cars will be scrutineered before the start—from the Union Society, King's College, Newcastle-upon-Tyne, 2 p.m.—and after the finish. Late entries will be accepted up to January 14; N. Kirk, Union Society, King's College, Newcastle-upon-Tyne.



Spike Rhiando with his streamlined motor scooter, on (or perhaps in) which he is endeavouring to ride to Cape Town. The saloon coachwork carries a transparent plastic windscreen.

**Norfolk Sporting C.C.**—The first annual dinner, held on Thursday, December 18, was attended by the Chief Constable of Norwich, Mr. A. F. Plume, vice-president of the club. He told members that there was much that could be done for road safety by training drivers for rallies and the proper use of roads. Over 100 members and friends were present. Responding to the toast to the visitors, Mr. F. W. Clifton said that the accent in the club was on the owner more than on his car. Mr. L. Howes, Sheriff of Norwich, proposed the club, and Mrs. Howes later presented the cups won by members during the past year.

**Coventry and Warwickshire M.C.**—The annual dinner-dance and prize presentation will be held at the Masonic Hall, Little Park Street, Coventry, starting at 7 p.m. on Friday, January 30. Tickets from Mrs. E. W. Commander, 8, St. Andrews Road, Coventry.

**Alvis O.C. (S.E. Section).**—This section of the Alvis club is now holding on the first Wednesday in each month a noggin and natter at the Osterley Hotel, Great West Road, Middlesex, from 7.30 p.m. onwards, to which all Alvis owners and enthusiasts are welcome. Secretary is K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.

**Oxford M.C.**—This club has been inactive since the beginning of the last war, which has been a sad lapse in its record, for it was started in 1905. However, there will be a general meeting at the George Restaurant, George Street, Oxford, on Monday, January 19, at 7.30 p.m., to which all members and prospective members are invited. It is hoped to resurrect the club so that it may once more cater for all interested in motor sport, whether it be rallies, trials, marshalling or just looking on. Enquiries to acting honorary secretary C. F. Share, 17, White Road, Cowley, Oxford.

**Half-Litre C.C.**—The annual "five-hundred" party—dinner, dance and prize presentation—will be held at the Park Lane Hotel, London, W.1, on February 27. Tickets are £1 10s each. (K. A. Gregory, 20, William IV Street, Charing Cross, London, W.C.2.)

**Seven-Fifty M.C.**—Organizers of the All-comers Trial have devised a handicapping system that will enable all competitors to have a fairly equal chance of success in the event. Starting from the Four Seasons Café, Ilford Bridge, Hampshire, on February 8, the route has been planned in the Christchurch area, with several sections for the "special" contingent that will not be tackled by the family motor cars. (G. D. Adamson, Stanhoe, Seafield Road, Friars Cliff, Christchurch, Hampshire.)

**N. London Enthusiasts' C.C.**—The annual general meeting will be held at the Green Man, 128, Hale Lane, Edgware, Middlesex, on January 20 (8 p.m.). Afterwards there will be a film show of the latest Esso productions.

**British Racing M.A.**—The initials of the B.R.M. are not yet forgotten, and the car badges that remain in stock since the virtual conclusion of the project are being sold as souvenirs—of what might have been. However, they will no doubt be an interesting collection piece, and any members of the Association who wish to have one should apply to the honorary organizer, 113, Park Street, London, W.1. Price: £1 10s each.

**Herts County A. and A.C.**—The Winter Cup Trial on January 25 will be run over an entirely new course near Marlow, Buckinghamshire. Eight out of the nine observed sections are within the same square mile of wooded valley, and the whole course covers 15 miles, starting from Platts Garage, Marlow, at 11 a.m. and finishing at the Spade Oak Hotel, Bourne End, Buckinghamshire. Invited clubs: Berkhamsted, Falcon, London, Chiltern, Harrow, Hants and Berks, Seven-Fifty. There will be a special award for the best entry that complies with the 1953 Trials Formula.

**M.G. Car Club (S.W. Centre).**—This time, as a departure, the Kimber Trophy Trial catered for standard sports and saloon cars; specials were permitted to enter, but they had a separate class of their own. A fine entry of 34 cars started from the Mile 3 Road House, near Bristol, on Boxing Day. Cars varied from a Ford Prefect, all shapes and sizes of M.G., to a chain-driven Frazer-Nash, with the usual Dellow following to complete the brigade. A route across the Mendip hills had been planned to give everyone a mixed bag of observed hills and tests. A vast quarry bed was used for the first tests, which included a forward-and-reverse manœuvre, a curved wiggle-woggle with a reverse into a bay at the far end, and a garage-type test. In the first of these J. Buncombe, in his Dellow, was very fast, but slewed violently at the end of his first lap around the pear-shaped circuit; best time was a tie, 39.8s, between three drivers—E. W. Pike (E.P.S.), Dr. P. Holliday (M.G. TC) and P. G. Cooper (Hillman Minx).

Conspicuous for their skill amongst the saloon car competitors throughout the event were H. R. Jesty (Hillman Minx) and A. Seward (Ford Prefect), who did not fail on any of the hills of the day.

**Provisional Results: Cecil Kimber Trophy (best performance):** Dellow (J. Buncombe), 75 marks gained. **Spencer Cup (best in opposite class):** Hillman Minx (P. G. Cooper) 63.6. **Murray Cup (best Special):** M.G. Spl. s (A. W. Morrish), 64. **Welsh Cup (M.G.C.C. member driving M.G. car):** M.G. TD (M. D. King) 49.3. **First-class awards:** Dellow (A. A. Barling), 72; E.P.S. (E. W. Pike), 59; Dellow (M. Sharp), 55. **Second-class awards:** Hillman Minx (H. R. Jesty), 52; M.G. TD (G. N. Dear), 49.30; M.G. TC (P. Holliday), 48.3.

Next club fixture is a motor racing talk (illustrated), to be given by B. Shawe-Taylor, with a short film show. Entry is by ticket only, from Dr. M. King, Stow-on-the-Wold, Gloucestershire. Venue is the Ship Hotel, Alveston, near Bristol.

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# In Brief

A Marfak and Havoline (Regent) lubrication fortnight will be held by Norton's (Cardiff), Ltd., Penarth Road, Cardiff, from next Monday, January 12.

The address of the head office and sales department of Alexander Duckham and Co., Ltd., is now Hammersmith, London, W.6. The telephone number is Fulham 3300.

Mr. William Masterton, C.A., and Dr. Stanley G. Hooker, O.B.E., D.Phil., D.I.C., F.R.Ae.S., have been appointed directors of the Bristol Aeroplane Co., Ltd. This company is responsible, of course, via its Car Division, for Bristol cars.

Following the considerable expansion of its sales organization in the U.S.A., the Jaguar company has appointed Mr. J. Eerdmans as chief executive, North American sales, with headquarters in New York.

Mr. J. Eerdmans.

Mr. W. H. Simmonds, M.B.E., who was the Castrol representative for Gloucestershire for 15 years, has retired. Apart from his business activities he has a distinguished record as a sportsman, having played for his county at cricket, football and tennis.

On January 1, Mr. Bernard Steff joined William Chester Brothers (Burton-on-Trent), Ltd., 870, Stratford Road, Birmingham, as wholesale manager. Since 1945 he had been the Jowett company's sales representative for the Midlands and the West. Chester Brothers are newly appointed Jowett distributors for Birmingham, the Midland counties and North Wales.

Ford Motor Co. Ltd., of Dagenham, intends to apply to the capital issues committee for consent to capitalize £9,000,000 out of reserves and to distribute 9,000,000 new ordinary shares of £1 each to the holders of ordinary capital. The reason for this proposal is that it would bring the issued capital of the company more into line with the amount employed in the business. The directors emphasize that it contains no bonus element or implication about future rate of dividend.

To improve the distribution of, and service for, Avon tyres in the eastern counties, the Avon India Rubber Co., Ltd. will open a sub-depot at 31, Colegate, Norwich, on January 12.

After being a director for many years of the Rover Co., Ltd., Mr. H. Howe Graham has been appointed deputy chairman. Mr. L. G. T. Farmer, the secretary of the company, has been appointed commercial director.

A brochure is now available describing the seventh annual residential summer school of the Institute of the Motor Industry, 40, Queen's Gate, London, S.W.7. It will be held at St. Catherine's College, Cambridge, during the week commencing August 22.

Today S. Smith and Sons (Radiomobile), Ltd. move to new premises at Goodwood Works, North Circular Road, London, N.W.2. The telephone number is Gladstone 0171. Export enquiries should still be addressed to the Cricklewood Works.

A long-term manufacturing agreement has been concluded between Metalastik, Ltd. and a French concern to produce all Metalastik products for France and French territories. The agreement came into effect on January 1, and it provides for close technical and commercial collaboration.

A completely new building was opened by the Mayor of Hertford last Monday for the Chaseside Motor Co., Ltd., 47, Castle Street, Hertford. The new service station is splendidly equipped, even to such items as one of the latest type of wheel balancers, and is of handsome appearance, having a fine forecourt. The company are Ford and Fordson main distributors, their association with the Ford company going back to the firm's foundation in 1922. After the opening ceremony, attended by a very big crowd of customers and their friends, Bernard Miles, the "uncrowned king of the Chilterns," appeared from a Model T Ford and entertained most expertly with anecdotes about his introduction to the county.

## Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 16521. 1935 10.8 h.p. Rover**
"J.D.F.E."—Maintenance hints and a handbook.

**No. 16522. 1936 Rover Fourteen**
"C.A.J."—All possible information and a handbook.

**No. 16523. 1936 PB-type M.G. Midget.**
"M.J.B.W."—Details of maintenance and also a handbook.

**No. 16524. Handbooks Required.**
"M.L.F."—1931 Rover Ten.
"E.A.M."—1934 Morris Oxford.
"D.G.W."—1937 Rover Sixteen.
"M.W."—1937 Wolseley Twelve.
"H.F.L."—1933 AS model Vauxhall Light Twelve-Six.

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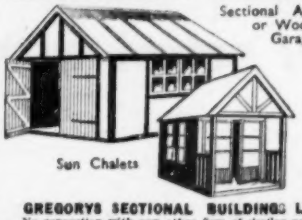

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THIS DOES NOT PLACE ME UNDER ANY OBLIGATION TO SELL A/R

**WE WELCOME TAKING YOUR CAR IN PART EXCHANGE AND INVITE YOU TO COMPLETE THE ADJOINING COUPON**

**STANHOPE HOUSE**
**320, Euston Road, London, N.W.1**
*EUSton 1212*

**AUSTIN HOUSE**
**297, Euston Road, London, N.W.1**
*EUSton 1212*

**GLOUCESTER HOUSE**
**150, Park Lane, London, W.1**
*GROsvenor 3434*

**16, Uxbridge Road**
**Ealing, W.5**
*EALing 6717*

**WELSH HARP**
**Edgware Road, London, N.W.9**
*HENdon 6500*

**CENTRAL LONDON SERVICE**
**Upper Montagu St., London, W.1**
*AMBassador 1837*

**382, Streatham High Road,**
**London, S.W.16**
*STReatham 7751*

The Autocar

# CLASSIFIED ADVERTISEMENTS

## CLASSIFIED ADVERTISEMENT RATES

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**Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.**

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**For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models bound by covenant in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 8000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."**

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# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

**Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.**

### A.C.

CAR MART, Ltd.

**1951** A.C. 2-litre Buckland 4-seater tourer, radio and heater, guaranteed; £895.—420, Euston Rd., N.W.1. Euston 1212. [C1059

GUY SALMON AUTOMOBILES, offer:—

**1950** A.C. 2-litre saloon, most superb condition, just passed out by the factory.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

**1948** (October) A.C. fitted timber brake body, almost new tyres; best over £400.—Box 4562. [6685

**1939** A.C. 16-60 foursome coupe, excellent; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4056

**£185**!!!—Rare and beautiful A.C. sports 4-seater, in immaculate racing green, this vehicle only wants seeing and will sell to the first enthusiast who comes and sees it; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

#### A.C. Cars Wanted

REQUIRED immediately, good A.C. pre- and post-war. —G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

### ALFA-ROMEO

L. P. WARD, Ltd.

**1952** Alfa-Romeo 1900 saloon, 6,000 miles, radio, heater, loose covers, windscreen spray; the whole car is in immaculate condition.

L. P. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

#### Alfa-Romeo Cars Wanted

BARTLETT.—Alfa-Romeo specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0913/R

#### Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

### ALLARD

CAR MART, Ltd.

**1952** Allard J2 2-seater, new (shop soiled); £1,095. —150 Park Lane, W.1. Grosvenor 3434. [C1099

RICHARDS & CARR, always best value.

**1950** saloon, grey, superb throughout; £595.

**1949** drop head, many extras. Ming blue; £475.

35 Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

**1948** Allard foursome drop head, new hood and Mercury engine 1952, heater and screen washer, recellulosed mist green, showroom condition; £150 deposit or £450 cash.—Automo, Hampstead 3430. [6750

**1948** Allard K model, 2-seater, red, 35,000 miles, original owner, fitted with Mercury engine, 3.78 axle, two extra spare wheels 4.11 axle, twin carburettor manifold available excellent condition throughout; £450.—J. H. Lockyer, Beacon Cottage, Aston Rowant, Oxon. Tel. Kingstone Blount 219. [6615

#### Allard Cars Wanted

BARTLETT.—The Allard buyers.—27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988/R

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424 [W3045

## SALES & WANTS

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### MOTORISTS!

**ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE**

**See page 70**

### ALVIS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

**1939** Alvis Silver Eagle 6-light saloon, late property of a very enthusiastic owner, carefully driven and maintained, in post-war condition throughout; 546gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

B. J. HUNTER, Ltd., offer:—

**1948** Alvis 14hp utility, very attractive low built body; £49.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GORDON CARS (LONDON), Ltd., for Alvis.

**1949** Alvis 14 saloon, one owner, excellent; £695.

GORDON House, 375, Euston Rd., N.W.1. Eus. 6611. [C2039

BROOKLANDS: Alvis distributors, new 3-litre

**1952** Alvis 3-litre sports 2-seater.

**1951** Alvis 3-litre coupe, radio.

**1951** Alvis 3-litre saloon, radio, heater.

**1950** Alvis 14hp saloon, small mileage.

**1950** Alvis 14hp sports 2-seater, extras.

**1948** Alvis 14hp saloon, radio heater.

**1948** Alvis 14hp Tickford coupe, radio.

ALVIS cars examined and approved by makers.

BUY or sell your car.

**103** New Bond St., W.1. Mayfair 8351-6. [C1059

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

**1947** Alvis 14hp foursome coupe, superb condition throughout; £755.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [C2050

**1936** Alvis Speed 20 saloon, replacement engine and recent overhaul by Alvis, a specimen car; easy h.p. terms; £275.—Automo, Hampstead 3430. [6751

**1937** model Alvis Speed 25 tourer, finished in black, fitted heater and new hood, this car has an excellent history; £375.—

BREW BROTHERS, Ltd., 153 Old Brompton Rd., S.W.7. Kensington 2468. [6006

**1949** Alvis TA.14 saloon, grey with grey leather, fitted heater, regularly serviced by ourselves, excellent condition throughout; £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

**1949** Alvis 14 saloon, black, extras, faultless condition throughout; £725 or offer.—"Glenmorven," Duffield Rd., Woodley, Reading. Sonning 2259. [6690

ALVIS 1951 saloon 3-litre black, red leather, 1952 modifications, twin carbs., etc., spotless since unused; £1,150. 6,500 genuine mileage.—Box 4566. [6732

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

**400** gns.—This car is above average price but is also much above average condition. Alvis Seventeen 1937 4-light, 4-door sportsman's saloon, polychromatic silver grey with grey carpeting and green leather, mechanical condition as an Alvis should be, a specimen example of this famous marque.—Box 4565. [6694

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

**£215** only, or £72 deposit.—1937 17 sports saloon, privately owned, taxed to 1954; also, £150, Speed 20, and others.—Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 3952. [C1007

**495** gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941/R

WANTED, good Alvis Speed 20 sports saloon, 1937, or Silver Crest saloon.—Pantiles Garage, Guildford 5326. [W3035

CHARLES FOLLETT, Ltd., buy good late model cars —18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [C940/R

### Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE. Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5956-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0655/R

KINGSTON-ON-THAMES.—Sales and Service.—G. W. Wilkin, Ltd., 84, Eden St., Kingston 2241-2. [S/4053/R

## AMERICAN CARS

SIMPSON'S MOTORS offer:—

**RHD** 1952 Buick Super Riviera saloon, Venetian blue, approx. 6,000 miles.

**RHD** 1952 Nash Rambler estate wagon, all extras, maroon, approx. 5,000 miles.

**RHD** 1949 Pontiac saloon, all extras, burgundy and fuchsia, low mileage.

**RHD** 1949 Hudson Six saloon, all extras, colour black and silver, low mileage.

**RHD** 1949 Chevrolet saloon, all extras, colours dual grey, low mileage.

**RHD** 1947 Plymouth saloon, fitted with all extras, colour black.

**1952** Studebaker Champion saloon, all extras, colour pale green.

**1951** Oldsmobile Rocket convertible, all extras, approx. 5,000 miles.

**1951** Pontiac hydramatic saloon, all extras, colour black, approx. 7,000 miles.

**1951** Chevrolet saloon, all extras, approx. 900 miles.

**1951** Chevrolet saloon, all extras, dual green, approx. 2,000 miles.

**1951** Chevrolet saloon, all extras, colour metallic blue, approx. 4,000 miles.

**1950** Buick Super Riviera sedan, approx. 1,800 miles, colour ivory and sierra rust.

**1949** Oldsmobile 76 saloon, hydramatic drive, fitted all extras.

**1949** Plymouth saloon, fitted with all extras, colour black.

**1949** Chevrolet saloon, fitted with all extras, colour blue.

**1949** 50 Chevrolet, approx. 2,000 miles only, damaged body, suitable for building utility.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [4028

**1950** Cadillac 62 special sedan, radio, heater, beautifully maintained, a most luxurious car; £3,335.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6809

METCALFE & MUNDY always have a good selection of post-war American cars; we are always interested in purchasing good condition post-war American cars.

BUICK saloon delivered new in March, 1952.

FOR full details see under classifieds.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [5064

**1948** Buick Roadmaster, first reg. August 1950, dark blue, cord upholstery, fitted Tygan loose covers, radio, heater, white-wall tyres, many extras, magnificent car in beautiful condition; £1,100.—Below.

**1949** Hudson Commodore Super Six luxury car, 8-seater sedan, black, radio, heater, many extras, immaculate condition.—Jackman, 1247, Christchurch Rd., Bournemouth. Tel. Southbourne 47619. [6697

### American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R

AMERICAN post-war car required.—Bartlett, 5, Widdicombe Ave., Parkstone, Dorset (Canford Cliffs 771641). [8706

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6814

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 8588. [W1027

## ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

**1950** Armstrong Siddeley Whitley saloon, Langham grey, immaculate condition, one week's trial guaranteed; £895.—184, Gt. Portland St., W.1. Museum 1001. [C3039

GUY SALMON AUTOMOBILES, offer:—

**1950** Armstrong Siddeley Lancaster saloon, 19,000 miles (not ex-hire car), immaculate condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used cars.

**1952** Armstrong Hurricane coupe, 1,500 miles.

**1949** Armstrong Lancaster, serviced by makers.

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029

**1936** Armstrong Siddeley 17hp Tickford saloon, good condition all round; £95 or n.o.—Aldershot 622. [6675

CASS'S MOTOR MART.—1939 Armstrong 25 limousine, black, leather throughout, privately used, exceptional.

**1950** Armstrong 18 Lancaster saloon, black, heater, unblemished, one owner written guarantee.—8, Warren St., W.1. Euston 3523. [C1040

**304** miles only.—1952 (Dec.) Armstrong Siddeley Whitley saloon, £300 under list.—Ernest Sutton, Tel. Rogate 4. [C4023

**1952** Armstrong Whitley, 6,000 miles, immaculate condition; £1,095.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6805

**1952** Hurricane (12-11-51), mileage 9,743, radio, heater, all as new, best offer over £1,000.—Drew's Woodgrange Service Station, Romford Rd., E.7. Gra. 0288. [6625

CAMDEN MOTORS.—1949 series Armstrong Siddeley Hurricane foursome drop head coupe, late type 18hp engine immaculate blue cellulose, built-in radio and heater, synchromesh gears; £575.

CAMDEN MOTORS.—1949 Armstrong Siddeley 18hp Lancaster 4-door saloon de luxe, black/brown leather, one fastidious owner, nominal mileage only, exceptional value at £645.

CAMDEN MOTORS.—1952 Armstrong Siddeley Whitley saloon, black/brown leather, fitted built-in radio and heater, 5,700 recorded miles only, practically indistinguishable from new; £1,045.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1055

**1949** Armstrong Siddeley Typhoon; £435.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2048

NAYLOR & ROOT.—1948 Armstrong Lancaster 4-door saloon, black, brown hide, low mileage, exceptional condition throughout; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

**395** gns.—Armstrong Siddeley, October 1946, Hurricane foursome drop head coupe, Cambridge blue, blue leather, manual gearchange, heater, carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Armstrong Siddeley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH's, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

**XXX** Cash immediately for good Armstrong Siddeley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

7-SEATERS 1938/39 Limousines required. 17hp/25hp, privately owned, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

### Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG Siddeley owners, complete overhauls, service, 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

CENTRAL GARAGE Croydon distributors for Armstrong Siddeley cars, sales spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [C1042/R

EPSOM, Surrey.—Armstrong Siddeley authorized dealers offer spares and service to all owners of Armstrong Siddeley cars; open 7 days a week; Armstrong Siddeleys also available for self-drive hire.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 3901-2-3. [0535/R

## ASTON MARTIN

BROOKLANDS, Aston Martin distributors; buy or sell your car.—103, New Bond St., London, W.1. [C1029

### Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917/R

### Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

## ATALANTA

ATALANTA 1940 coupe, first registered 1945, 4 seats, lovely body, new Ford V.8 engine fitted this year, new tyres, car almost as new; great bargain, £500.—Box 4577. [6855

## AUSTIN SEVEN

AC

A CHARMING 1938 Austin Big 7 4-door sun saloon, engine just overhauled, needs running in, recellulosed Westminster green, new tyres all round; £220 or appreciative close offer, or exchange larger car.—Fuller details, Cobb, Min. 6212 (day) or Welbeck 9343, or write 50, Harley House, London, N.W.1. [6758

**1939** Austin Big 7 saloon, blue with blue leather, one owner, recently overhauled; £225.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056

**1934** Austin 7, good condition, very clean appearance; £75.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea 1187. [C4000

**1937** Austin 7 Ruby saloon, one owner, showroom condition; £175.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

**175** gns.—Austin 7, 1956 Nippy sports 2-seater, green, fawn leather, very good condition; terms; exchanges.—Rowland Smith, below.

**145** gns.—Austin 7, 1937 Ruby de luxe saloon, black, sliding head, brown leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1936** Austin 7 saloon, good; £115, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059/1

**1937** Austin Ruby saloon, immaculate condition; £139.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

**1938** Austin 7 Ruby de luxe saloon, engine recently reconditioned and whole car in excellent order; £165.—South Western Garage, Ltd., New Malden. Tel. Malden 1212. [6738

**1938-9** Austin Big 7 4-dr. sal.; £195 or exchange for 1933-4 Austin 7 or 10 sal., with cash adjustment.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

**32000** miles only!!—1938 Austin Big 7 4-door sun saloon, one meticulous owner since new who has lavished every care and attention on this little car, leather upholstery barely marked, cellulose still original; a gift at £245.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

### Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

## AUSTIN EIGHT

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY; the hire purchase specialists.

**1947** Austin 8 4-door de luxe saloon, original black coachwork, exceptionally clean brown leather interior, very carefully maintained and driven by one owner, negligible mileage; 369gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

JACK ROSE, Ltd., offer:—

**1947** Austin 8 4-door saloon, one owner, open to any examination; accept £325.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

B. J. HUNTER, Ltd., offer:—

**1948** series Austin 8 saloon, really as new, meticulously maintained; £395.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

**1946** Austin 8 saloon, black with brown leather, an exceptional car; £325.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

**1947** Austin 8; £425.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

**1947** Austin 8 saloon, one owner, faultless; £595.—Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

**1937** Austin 8hp tourer, blue, chauffeur serviced, excellent condition, new battery, six good tyres, mileage 36,000.—Box 4555. [6669

**£270**—1946 Austin 8 de luxe saloon, excellent throughout; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd. Reliance 2895-6. [C1058

**£299**!!! 1946 Austin 8 saloon de luxe, absolute bargain price, don't miss this, also choice 2 1947's; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN EIGHT

**1946** Austin 8 saloon, in excellent condition throughout; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 8787-8. [C4050

**£350**—Carefully used, regularly serviced Austin 8 sun saloon 1946, beautiful condition; view, trial evenings or Sunday.—Tel. Northwood 1785. 2, Stanley Rd., Northwood. [6717

**365** gns.—Austin 8, 1947 de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, moderate mileage, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Austin Eight Cars Wanted

**C M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0919/R

## AUSTIN TEN

RUSSELL MOTORS offer:—

**1946** Austin 10 de luxe saloon, 30,000 miles; £365.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

**1947** Austin 10 saloon, black, in excellent condition, carefully used, one owner; £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

**1947-8** Austin 10 saloon, one owner; £375.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

**1946** Austin 10, a splendid car; £375.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

**1938** Austin 10 de luxe saloon, magnificent, guaranteed; £215, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

**£195**!!!—Austin 10 1937, original condition, one owner; terms; exchanges.—Norman Autos, 346-354, London Rd., West Croydon. Tho. 4657. [6787

**1936** Austin 10 saloon, good; £135, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

**1939** Austin 10 4-door saloon, black, brown leather, choice of two; from £225.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

AUSTIN 10 1946 4-door saloon, black with brown upholstery, good sound car.—A. E. Neale & Son Ltd., Austin House, London Rd., Hertford. Tel. Hertford 2561. [6551

**£395**.—1947 Austin 10, reconditioned engine, coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

NAYLOR & ROOT.—1947 Austin 10 sun roof saloon, black, brown hide, low mileage, exceptional condition; £395; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

### Austin Ten Cars Wanted

**C M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube) Ham.6041. [0920/R

## AUSTIN A40

CAR MART, Ltd.,

LONDON Distributors.

**1952** Austin A40 Somerset saloon, radio, heater, 2,000 miles; £750.

**1951** Austin A40 Devon saloon, heater, 20,000 miles; £515.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

**1949** Austin A40 saloon, fitted heater; £455.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer—

**1952** Austin A40 Somerset saloon, grey with brown upholstery, heater, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

**1952** Austin A40 Somerset saloon, duo green with brown upholstery, heater, etc., recorded mileage 6,500; £695.

**836**—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

**1952** Austin A40 Somerset, green/brown, 5,500 miles, as new,—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

HENDON CENTRAL GARAGE Ltd. offer:—

**1949** Austin A40 saloon fitted heater, one owner since new; £455.—Watford Way Hendon Central N.W.4. Tel Hendon 6084-5. [C2054

**1952** Austin A40 Somerset saloon, 7,000 miles; £685.—Ernest Sutton, Tel. Rogate 4. [C4023

## AUSTIN A40

RUSSELL MOTORS offer the following A40s:—

**1952** Somerset, low mileage, Motorola radio, seat covers, screenwashers, two fog lamps, wing mirrors, etc.; £750.

**1951** Devon sliding head saloon, low mileage, seat covers, fog light, wing mirrors, etc.; £585.

**1948** (November) Dorset saloon, 25,000 miles, one owner; £435.

THE above cars subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1952** Austin A40 sports convertible, 4,000 miles; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

**1948** (October) Austin A40 Dorset saloon, radio, heater, superb condition; £465.—Below.

**1950** Austin A40 Countryman, one owner, 15,000 miles, used private only; £525.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1038

**1951** Austin A40, black/brown hide, heater, sun roof, one owner; £550.

**1951** Austin A40 sports, cream, radio, heater, 10,000 miles; £795.

J. DAVY, 180, Kensington High St., W.8. Western 9641. [C1069

**1952** A40 Somerset, 2,000 miles; £725.—Allery & Bernard, Ltd., 372, King's Rd., S.W.3. Fla. 7345. [6791

**1951** (August) Austin A40 saloon, one owner, in really immaculate condition throughout; £635.—Below.

**1948** (December) A40 2-door saloon, one owner, in really excellent condition, inspection invited; £415.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

**1951** Austin A40, 7,000 miles, B.M.T.A. consent as new.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

**1951** Austin A40, 6,000 miles, radio, heater, sun roof.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

**1952** (Oct.) Austin A40 sports, 2,750 miles, grey, grey leather upholstery, heater and demister, one owner, perfect; £775.

**1949** (March) Austin A40 Devon saloon, blue, blue leather upholstery, radio, heater and demister, non-draught windshields, 19,594 miles, one owner; £525.

W. J. BROWN, Ltd., established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025

**£495**!!—1950 Austin A40 saloon, sliding roof and heater; also 1949 at £465.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

**1952** A40 Countryman, small mileage, as new, heater, etc.; £700.—Woffenden, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37909. [6706

**1952** Austin A40 Somerset saloon, 9,000 miles, B.M.T.A. con.; £695.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3045

**1949** Devon 27,000, one owner, Auster shields, fog lamp, Dreve covered rear springs, excellent order; £500; taxed year. S.E. London.—Box 4556. [6675

**1952** Austin A40 Somerset saloon, grey, radio and heater; £750.—Jack Olding & Co., Ltd. Audley House, North Audley St., W.1. May. 5342. [C3050

**£535**.—1950 Austin A40 saloon, one owner; another 1951, £635.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

**1952** Austin A40 Somerset saloon, 5,000 miles; below list price.—Green & Zonis, Ltd., 246/252 & 252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6.

**1952** (March) Austin A40 sports (B.M.T.A. consent), pale blue, radio, £50 extras, immaculate, £625 o.n.o.—6, Cumberland House, Kensington, W.8. Wes. 5017. [6650

**1951** Devon sun roof saloon, grey/blue, heater, immaculate; £565; a selection usually available.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

**545** gns.—Austin A40, 1951, Devon 4-door saloon, grey, sliding head, blue leather, heater, small mileage, good tyres, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.

**495** gns.—Austin A40, 1950 Devon 4-door saloon, maroon, sliding head, fawn leather, heater, excellent condition; choice of 5 A40s; terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

TANKARD & SMITH Ltd., offer: 1950 Austin A40 saloon, black with grey leather; one owner, speedometer reading 22,000, fitted heater, exceptional condition, £575, three months' written guarantee, also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel Flaxman 4801-5. [C4026

**1951** A40 Devon, grey/blue with heater, 11,000 miles, exceptional condn., £595; another, 8,000 miles, green/brown with heater, loose covers, s/column gear change, unmarked, £665.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

### Austin A40 Cars Wanted

**A40** wanted.—75, Fordwych Rd., N.W.2. Gladstone 1484. [W2051

A 8 new post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725/R

CASH buyers of good Austin A40s; distance no object.—Hattons, Lord St., Southport. [0786/R

### Austin A40 Cars Wanted

**T H E**

**C A R**

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297 Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0951/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

SOMERSET wanted privately, lowest possible mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6173

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Austin A40 saloons from private owners.—Write details or tel. Bradford 41337. [6825

## AUSTIN TWELVE

MEBES & MEBES, Ltd. (Est. 1693) offer:—

**1934** Austin heavy 12/4 saloon, black, brown hide upholstery; coachwork, mechanical condition and tyres excellent; carefully used and maintained by one owner since new; an exceptional car; £150.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

**1938** (June) Austin 12/4 Ascot saloon, black, in good order; £230.

**1939** model H.R.A. series Austin 12/4 Ascot saloon, black, written guarantee; £275.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Tel. Mac. 3563. [4174

**1939** Austin 12 saloon; £195; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

**1947** Austin 12 saloon, black, fitted radio, new tyres, excellent condition; £500.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

**1935** Austin 12/4 tourer excellent condition, mechanically sound, tyres good; £140, o.n.o.—Box 4557. [6676

**1940** Austin 12 saloon, resprayed, new tyres, reconditioned; £350.—Pickles, Buchmarsh, Leebotwood, Shropshire. [6708

**1947** (July), exceptional condition, heater, 25,000 miles, inspection and trial welcomed; £450 o.n.o.—Tel. Coventry 5411. [6651

**1940** (regd. Late '39) Austin 12 saloon, similar in appearance to post-war model, fitted radio, exceptionally nice order, 3 months' guarantee; £295.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

### Austin Twelve Cars Wanted

**C M**

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

## AUSTIN SIXTEEN

DICKS

**1937** Austin 16 saloon, one owner since new, really excellent condition; £225.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6868-9. [C1073

GLANFIELD LAWRENCE offer:—

**1949** Austin 16 saloon, blue/black, fitted heater, radio, Ace rimbellishers, twin spot lights, etc., reconditioned engine, very nice throughout; £465.—407, High Rd., N.12. Finchley 0091. [C2065

NAYLOR & ROOT.—1949 Austin 16 saloon, black/brown, fitted heater, low mileage; £525; 6 months' guarantee.—25, East Hill, S.W.11. Batt. 2252. [C3022

**£550**—Austin 16 1949 de luxe saloon, sun roof, interior heater, brown leather upholstery, exceptional condition; taxed; terms, exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1054

**1948** Austin 16hp sun saloon, green, one owner, excellent condition condition; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076

HIRE Limousine 1951, partition, forward occasionals, leather, small mileage, £795. (Fifty Limousines —Lists Posted).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

**£545**!!!—1949 Austin 16hp saloon, black, brown leather, radio and heater; also 1948 at £465. —Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

**1950** Austin 16 hire car, black, partition, 7 forward, leather; price new £1,350, no material change, exceptional bargain, £625.—Dowsons, Ltd. (Austin Agents) Staines, Middlesex. Tel. 601. [C1074

HEARSE 1952 Bearer-Deck streamline de luxe coachwork. (See A. & S. advertisement under Hearses). —Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

**46-48** Austin 16; 1½ Jaguar coupe offered in part exchange.—A. Smith, Rutil, Chanctonbury Chase, Redhill, Surrey. Redhill 3701. [6655

### AUSTIN A70 & A90

NEWNHAMS, Ltd.

**1951** Austin A70 Hereford saloon, grey, 15,000 miles, carefully used; £795.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

CAR MART, Ltd.,

LONDON Distributors.

**1952** Austin A90 saloon, heater, 100 miles; £1,050.

**1951** Austin A70 Hereford saloon, heater, 7,000 miles; £750.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer—

**1952** Austin A70 Hereford saloon, grey with brown leather, heater, 3,000 miles only; £100 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

**1951** Austin A90 sports saloon, maroon with grey upholstery, radio, heater, etc., recorded mileage 17,895.

**836**—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

**1952** Austin A70 Hereford, 3,000 miles, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

H. F. EDWARDS & Co., Ltd., offer:—

**£665**.—1951 Austin A70 saloon, sliding roof, radio and heater; an absolutely immaculate and really outstanding one-owner car, blue and chromium with blue leather, beautifully maintained throughout, written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

GUY SALMON AUTOMOBILES offer:—

**1951** (October) Austin A90 saloon, genuine 11,000 miles, H.M.V. radio; £835.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

**1951** Austin A70 Hereford saloon, blue, heater, exceptional condition; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

**1950** (Dec.) Austin A70 saloon, grey/brown leather, heater, 17,000 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

**£795**.—1951 Austin Hereford de luxe saloon.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

AUSTIN A90 saloon, 1951, low mileage, fully guaranteed; £775.—C. G. Norman & Co., Vic. 2211. [6598

J. POZNER.—1950 (Oct.) Austin A70, black, H.M.V., heater, low mileage, immaculate; £615.—Hendon 1423. [C3063

**1951** Austin A70 Hampshire, 14,000 miles, heater; £625.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [6255

**1951** (Nov) Austin A70 Hereford saloon, 7,000 miles, many extras.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3043

**1952** Austin Hereford, finished in green, perfect, 4,000 miles only, as new; £795.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

**2500** miles; 1951 (October) Austin A90 sports saloon, black, beige upholstery, condition completely as new throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

**1950** A90 power-operated convertible coupe, cream, red leather upholstery, fast and attractive car; £695.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

**£635**.—1951 Austin A70 Hampshire saloon, one owner.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

**1952** A90 sports saloon, black, heater, 205 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

### AUSTIN A70 & A90

**1951** (April) Austin Hereford saloon, blue/blue, heater, immaculate.—Gerry Browne Motors, 55-57, South Edwards Eq., London, W.2. Western 4351. Trade only. [C1031

**600** miles only, virtually new Austin A70 Hereford saloon, black, brown hide, heater, unrepeatable bargain; £825.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**1952** Austin A90 saloon, 6,000 miles, one careful owner, licensed to December, excellent condition, extras include heater, radio, loose covers; £900.—Keay, Flat 5, 5, Onslow Square, S.W.7. Tel. Ken. 6092. [6654

**1951** (April) Austin A70 Hereford, blue, heater, an exceptionally good example throughout, and to-day's best value at £695; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

MODIFIED A90 Atlantic saloon, black/red, with heater, has performance characteristics 100mph, 25mpg, negligible oil consumption, registered 1951, moderate mileage, scrupulously maintained and in excellent order; £750 o.n.o.—Box 4575. [6654

**1952** (unregistered) Austin A90 Atlantic sports saloon, finished in black with light fawn leather upholstery, fitted heater; a generous allowance will be given for your car in part exchange.—David Robinson, Ltd., 47, St. Peter's St., Bedford. Tel. Bedford 61575. [6545

**1952** model A90 saloon, black with beige leather upholstery, fitted all-wave radio, loose covers and other extras, only 7,000 miles, guaranteed; offered at a figure nowhere near list! Any trial, inspection or test; one of the best advertised.—Hamtune Motors, Ltd., 59, Sheep St., Northampton. Tel. 3616 (Sundays 32107). [6744

### Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0353/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0581/R

WANTED.—New A70 Hereford or low mileage second-hand, radio, sliding head preferred; Midlands.—Box 4558. [6678

### AUSTIN EIGHTEEN

MEBES & MEBES, Ltd. (Est. 1895), offer:—

**1939** Austin 18hp Ivor 7-passenger limousine, grey with leather upholstery to match, coachwork and interior excellent, good tyres, one owner, above average; £675.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

**1937** Austin 18 7-seater saloon.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

**1938** Austin 18 7-passenger limousine, privately owned, new engine just fitted, unrepeatable bargain; £395.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**295** gns.—Austin 18, September 1938 Norfolk de luxe saloon, black, sliding head, green leather, unworn tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARCHIE SIMONS & Co., Ltd.—1939 Austin 18, Ivor, 7-passenger limousine, colour black, brown hide upholstery throughout, reconditioned engine just fitted; this vehicle has had one owner only, privately taxed, and is in post-war condition in every way; £595.—94, Gt. Portland St., W.1. Lan. 1543 [C4013

LIMOUSINE 1939, partition, 7-forward leather, carefully maintained, immaculate, certified mechanically, black, bargain value.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

### Austin Eighteen Cars Wanted

CM

THE CAR MART Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

**1938**/39 privately owned Limousines also 7-passenger Saloons, urgently required. A. & S., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

### AUSTIN TWENTY

FOUR Austin 20 limousines, 1933 and 1934 models, all in first-class condition both bodywork and mechanically.—C. & A. Reed, Oriel House, Duke St., Sheffield, 2. Tel. 25323. [6683

### Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

### AUSTIN TWENTY-EIGHT

LIMOUSINE Ranelagh, 1939, partition, forward occasionals, leather, wonderful condition throughout, mileage negligible, low cost (tax £12/10/-).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

### AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON Distributors.

**1949** Austin A125 Sheerline saloon, radio, heater, 12,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

TOM GARNER, Ltd., offer—

**1952** Austin A125 Sheerline saloon, black with beige leather, 300 miles only; £300 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

**1949** Austin Sheerline saloon, immaculate car, fitted numerous extras; £850.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

**1950** Austin Sheerline, black; £965.

**1949** Austin Sheerline, black; £865.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

FUNERAL Hearses Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquiries:—

HEARSES, Alpe & Saunders (Coachbuilders), Ltd., Station Approach, Kew Gardens, Richmond 1161. [9094

**1949** Austin Sheerline, loose covers, perfect, one owner; £825.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 2100/8676. [C4016

**1950** Austin Sheerline, 11,000 miles, chauffeur kept, quite faultless; £985.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6806

**1952** A125 Sheerline, mileage 250, radio and heater, black with fawn leather, part exchange or offers considered.—Central Motors, Kettering 2251. [6568

HEARSE 1952 streamlined de luxe coachwork 5-door 6-bearer, lavishly equipped. (See A. & S. advertisement under Hearses).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

**£850** or offer, 1949 Sheerline saloon, metallic grey, fitted radio and heater; immaculate throughout, any trial.—W. Sparrow & Sons, Ltd., Yeovil. Tel. 2181/2. [6351

**1952** Sheerline saloon, black/fawn, 200 miles only, unblemished; terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

**1948** Austin Sheerline saloon, black/beige upholstery, heater and radio, one owner, good condition; £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

PRIDE & CLARKE, Ltd.—1950 Austin Sheerline saloon, black/brown leather, low mileage, radio, heater, immaculate; £829; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6631

LIMOUSINE 1951 partitioned Sheerline, forward occasionals, black, carefully maintained, low mileage, reasonable cost (tax £12/10/-).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

### Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0352/R

### AUSTIN MISCELLANEOUS

NEW A70, immediate delivery; terms or exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

### Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926/R

SIMPSONS (EDGWARE)

WANT all models Austin.—Edgware 3966 or 1800. [W4014

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

KENT.—Good Austin urgently required.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe. Tel. Hythe 67311 [6790

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Austin Miscellaneous Cars Wanted

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235 [0541/R

### Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.,

AUTHORISED Austin retailers; service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 392, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [6852

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84.

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2652/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12, Battersea 3280/3769. [0448/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel.: Feltham 4274-5. [0309/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

### AUTOVIA

**1938** Riley V8 24hp coachbuilt saloon, a £1,000 car for first offer over £350.—Tel. Elgar 4221, 12-4 p.m. [6494

### BENTLEY (3½- & 4½-litre)

C

M

CAR MART, Ltd.

**1936/7** Bentley 4¼-litre Park Ward saloon, guaranteed; £950.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (Corner of Piccadilly.) [C1039

RIPPON.

RIPPON.

RIPPON Bros., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,350.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0006/R

EXCHANGE or sell.

**1952** Bentley Mk. VI 4½-litre saloon.

**1951** Bentley Mk. VI 4¼-litre saloon.

**1937** Bentley 4¼ Freestone & Webb.

**1937** Bentley 4¼ Gurney Nutting.

**1936** Bentley 3½ William Arnold.

ALL reasonable offers considered.

SWANMORE GARAGE (Bentley specialists), 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

RUSSELL MOTORS offer:—

**1934** 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted Radiomobile; an exceptional car; any trial or examination.

**1934** 3½-litre Bentley 4-door saloon by Windover, excellent mechanical history; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288 [C3060

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

**1948** (January) Mark VI 4¼ Bentley, fitted with Mark I 2-door Countryman saloon, natural wood grain and grey, speedometer reading 32,500, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

### BENTLEY (3½- & 4½-litre)

J

B

JACK BARCLAY, Ltd.

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:—

**12-13** St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0085/R

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers, offer:—

NEW (large bore) Mark VI Bentley with Freestone & Webb owner/driver saloon coachwork, for early delivery.

**1951** Mark VI Bentley standard steel saloon, 17,500 miles, grey, blue leather; £3,150.

**1950** Mark VI Bentley standard saloon, grey metallic, grey leather; £2,500.

**1949** Mark VI Bentley power-operated coupe by Park Ward.

**1948** Mark VI Bentley standard saloon, black with brown leather, 33,000 miles; £2,350.

AUDLEY House, North Audley St., London, W.1. Mayfair 5242-3-4. [C3030

MANN EGERTON & Co., Ltd., offer:—

**1952** Bentley Mk. VI steel saloon, grey with grey leather upholstery, large luggage boot and big-bore engine, mileage under 4,000, latest model and indistinguishable from new.

**14** Berkeley St., London, W.1. Regent 2075. [C2006

GUY SALMON AUTOMOBILES offer:—

**1948** (June) Bentley Mark VI saloon, faultless condition; £2,250

**1947** Bentley Mark VI saloon, one owner, just passed out by makers, exceptional condition; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C3001

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1936** 4¼ Bentley foursome drop head coupe by Park Ward. £600 overhaul by makers in 1950; £995.

**1938** Bentley 4¼-litre Park Ward saloon; £1,500.

**1935** Bentley 3½-litre Park Ward saloon, recent overhaul by makers; £1,175.

**1934** Bentley 3½-litre Thrupp & Maberly sports saloon; £925.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1037

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2, offer:—

**1938** Bentley 4¼-litre Vanden Plas, phaeton all-weather 4-seater, £600 Bentley overhaul (bills) 10,000 miles ago, excellent order throughout; £995. [C1001

TAYLOR & CRAWLEY offer a most unusually fine selection of pre-war and post-war Bentleys.

**1936** Bentley 4¼-litre Vanden-Plas sports saloon, two owners, very smart car; £875.

**1938** Bentley fully razor-edged saloon by Freestone & Webb, 30,000 miles, complete history, extremely attractive; £1,295.

**1939** Bentley 4¼-litre, MX chassis, lovely 4-door high vision saloon by H. J. Mulliner, just repainted, new mats and headlining fitted, a most attractive car in every way; £1,595.

**1949** late series Mark VI Bentley with lovely sports foursome drop head coupe, 22,000 miles, really beautiful condition; £2,795.

**1950** Mark VI Bentley standard steel saloon, 31,000 miles, in really beautiful order; £2,795.

TAYLOR & CRAWLEY, 48, Kensington Court, W.8. Western 6015. [6807

BENTLEY 4¼ sedanca by Gurney Nutting, 1936, black/green; £775.—C. G. Norman & Co. Vic. 2211. [6599

**1936** Bentley 4¼-litre foursome drop head coupe by Gurney Nutting, excellent condition; £725.—Central Garage, Tel. Croydon 7464. [C1042

**1935** 3½ Park Ward saloon, black, exceptional condition; £775.—Caffyns, Ltd., King St., East Grinstead 717. Official retailers and repairers. [6742

**1936** 4¼-litre Bentley Park Ward steel saloon, black brown leather, extensive bills available for inspection; £975.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3055

**1952** Bentley Mark VI (large bore) 4½-litre standard steel saloon, dark green, brown leather upholstery, 5,600 miles; £3,975.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

**1938** Bentley 4¼ Mulliner razor-edged saloon, mileage 62,000, one owner, black, exceptional condition.—H. G. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

BENTLEY 4¼-litre sports saloon, 5,800 miles since £525 spent with makers, photo, full service history, etc.; part exchange considered.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

**1950** Bentley Mark VI standard steel saloon, chass. B.146.HR, 1st regd. July, '50, Tudor grey with light blue leather, one owner; £2,950.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3055

### BENTLEY (3½- & 4½-litre)

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers offer at keenly competitive prices the following:—

**1951** (Dec.) Bentley Mark VI (big bore) 4½-litre, dark blue, mileage 15,000; this car has been very carefully maintained, loose covers have been fitted from new; reduced, £3,975.

**1950** Bentley Mark VI standard steel sal., finished blue, one owner, fully guaranteed; reduction price £2,950.

**1948** Bentley Mark VI standard steel sal., two-tone grey, 28,000 miles only, several 1949 features including chromium moulding, wheel spats and picnic tables, a most attractive car; £2,450.

OFFICIAL Retailers and Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C3010

CAMDEN MOTORS.—Bentley 4¼-litre Park Ward sportsman's 4-door saloon, 1937 series, magnificent specimen, one owner many years, whole car maintained in true Bentley fashion; £995.

CAMDEN MOTORS.—Bentley 4¼-litre Thrupp & Maberly sports saloon (June, 1936), very handsome and impressive looking car, very wealthy previous owner spared no expense to keep car maintained in 100% order, full history known and bills available from accredited agents; £945.

CAMDEN MOTORS.—Bentley 1936 Vanden Plas 4-door sports saloon, attractive pillarless body styling much in advance of its year, low sweeping lines of exceptional appeal, the whole car being in immaculate condition, very reasonable mileage; £845.

CAMDEN MOTORS.—Bentley drop head coupe, 1936 series, distinctive foursome body styling by James Young of Bromley embodying many advanced features, excellent history with one owner only since 1939; £745.

CAMDEN MOTORS.—Bentley 3½-litre Barker Continental coupe 1934, handsome lines with quite immaculate coachwork in dark green and black, comprehensively equipped with heater, Ace discs, tailored seat covers, previously owned by Bentley enthusiast; £625.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

**1934** Bentley 3½-litre Park Ward sports saloon, black, loose covers, radio, many extras, no expense has been spared on upkeep, perfect in appearance and performance, private owner; £695.—Box 4567. [6784

**1948** Bentley Mark VI S.S. saloon, 26,000 miles only, finished in black with fawn leather upholstery, rear wing valances fitted, beautiful condition; £2,450.—Clarke's of Pirbright, officially appointed Bentley retailers, Pirbright, Surrey. Brookwood 2201/2. [5082

**1939** (August) Bentley 4¼ (overdrive) sports saloon by Park Ward, black/grey, MX series, 79,000 miles, radio, heater, history available, outstanding example of the condition in which a good car can be kept; £1,495.

CLARKE & SIMPSON, Ltd., 73/79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

**1952** Bentley Mk. VI 4½-litre (large bore) steel saloon, silver and pale blue, 12,000 miles, quite indistinguishable from new; £3,895; exchanges considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

ROSE & YOUNG, Ltd., offer: 1934 (September) Bentley 3½-litre Thrupp & Maberly drop head coupe, fitted radio and several extras, excellent order throughout; £665.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

**1937** 4¼ Bentley razor-edged sports saloon by Freestone & Webb, a beautiful car in really magnificent condition, maintained regardless of cost, bills available for £400 spent this year; £975.—Enstone, 300, Howard House, Dolphin Square, S.W.1. Tel. Victoria 5900 (ext. Howard 309). [6755

**1951** (July) Bentley drop head coupe, power operated, full flow wings, metallic grey with grey hide; cost over £6,500; total mileage guaranteed 13,400; regularly serviced, carefully used and kept as new; £3,950, cash, terms and exchanges.—Sanderson & Holmes, Ltd., London Rd., Derby 47471/5. [6728

FOR sale, 4¼ Bentley 1938, 4-seater V.D.P., black, red upholstery and wheels, hood, curtains, tonneau, complete overhaul last July at cost of £595, rebored, crank ground, compression raised, new carbs., shock absorbers and mags., many extras, enthusiast's opportunity; £475.—D. Scott-Moncrieff, Rock Cottage, Bagford Hall, Leek. Tel. Stoke-on-Trent 89451. [6565

**1936** Park Ward 4-door 3½-litre Saloon, best, leather, good history, carefully maintained, excellent, bargain value.—Below.

**1947** Bentley Mark VI steel Saloon, black, mileage 50,000, delightful condition, excellent history, £2,045. Alps & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

### BENTLEY (other than 3½- & 4½-litre)

**1931** Bentley 4-litre 4-door saloon, in outstanding condition throughout; £275.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3004

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C2041/R

### Bentley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0668/R

BARTLETT.—Bentley saloon 1934/36 required.—27a, Pembridge Villas, W.11. [W1015

BENTLEY, post 1950, owner-driver's saloon body by maker of repute, razor edge.—Box 4582. [6416

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Bentley Cars Wanted

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041. [0927/R

XXX Cash immediately for good Bentley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R

WANTED, 1936/9 Bentley overdrive saloon, good condition and history essential.—Smith, 21, Mount Park Crescent, Ealing. Perivale 1357. [6702

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0062/R

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

### Bentley Spares and Service

JACK BARCLAY Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785. [0566

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [S3030/R

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [S1042/R

### Bond Minicar Wanted

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

### Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042/R

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

### BRISTOL

ANTHONY CROOK offers:—

**1950** type 400, last one made, 401 engine.

**1950** Bristol type 401, black, immaculate throughout, heater, radio.

**1950** type 401, with special lightweight coachwork, heater and radio, looks as new.

**1950** type 402, drop head, an excellent example of this rare model.—Anthony Crook Motors, Ltd., Leading Distributors, Caterham Hill, Surrey. Tel. 2252/3. [C1063

FRAZER-NASH CARS offer:—

**1952** Bristol type 401, radio and heater, at a considerably lower figure than list price.

**1950** (Sept.) type 401 saloon, colour black; price £1,950.

**1949** Bristol type 400, one owner, metallic green, engine overhauled to latest specification, radio and heater, recellulosed; £1,450.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

KEVILL-DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41–52, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296/R

GUY SALMON AUTOMOBILES, offer:—

**1952** (November) Bristol 401 saloon, 1,600 miles; H.M.V. radio, an absolutely as brand new example of this famous model and a substantial saving on current list; £2,650.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C6001

KEVILL-DAVIES & MARCH, Ltd., offer:—

BRISTOL 400, colour grey, fawn upholstery, loose covers, radio and heater.

41/42, Hay's Mews, Berkeley Square, W.1. Tel. Gros. 2563. [6005

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141 [0818/R

**1949** (Feb.) Bristol 400 saloon, beautiful condition, many extras and modifications; £1,395.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

### BRISTOL

**1950** Bristol 401 saloon, works maintained, lovely condition; £1,595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6808

**1951** Bristol 401 saloon, one owner, excellent condition, fitted radio and heater, maroon; £1,750.—Bryce Motors, Birmingham Rd., Stratford-upon-Avon. Tel. 2700. [6562

**1951** Bristol 401 saloon, black/beige, radio, heater, etc., exceptional condition; £2,100.—Charles Cruickshank Motors, The Bristol Distributors, The Centre, Bristol, 1 (25280). [6852

**400** Sept., '48 ('49 modifications) saloon, recellulosed in surf blue, new battery, tyres, just decarbonised, exceptional condition, guaranteed.—Caffyns, Ltd., East Grinstead. Tel. 717. [6745

**1952** Bristol 401 saloon, maroon/beige, fitted heater, mileage under 3,000, one very careful owner, vehicle indistinguishable from new; £2,750.—Charles Cruickshank Motors, The Bristol Distributors, The Centre, Bristol, 1 (25280). [6853

### Bristol Cars Wanted

BARTLETT.—Bristol 400 saloon required.—27a, Pembridge Villas, W.11. [W1015

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

### BRITISH SALMSON

BRITISH Salmson 1938 model sports 14hp saloon, excellent condition; £225.—Fairlands (London) 6283. [6795


A

GOOD INVESTMENT

*Have you a car to sell?*

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.


### B.S.A.

**225** gns.—B.S.A. Scout, 1939, Series 6, 10hp sports 4-seater, grey, maroon leather, new hood and side screens, very good condition; terms, exchanges.—Rowland Smith, below.

**195** gns.—B.S.A. Scout, late 1939, Series 6, 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0928/R

### B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

### BUGATTI

BUGATTI drop head 4-seater coupe, perfect; £750.—Below.

BUGATTI coupe, 160bhp, 110mph; £1,250.—J. Lemon Burton, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331 [0828/R

### Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

### BUICK

ACRES offer:—

**1950** (August) Buick 30hp saloon, finished in black with cord upholstery, fitted Tygan seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive model has been beautifully maintained and serviced and is in magnificent condition throughout, and is indistinguishable from brand new; first £2,000 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211/2. [C1002

**1950** Buick Super 51 sedan, black, radio, heater, defroster, etc., bargain, quick sale, £975.—Box 4531. [6605

### BUICK

SIMPSON'S offer:—

**RHD** 1952 Buick Super Riviera saloon, Venetian blue, approx. 6,000 miles.

**1950** Buick Super Riviera sedan, approx. 1,800 miles, ivory and sierra rust.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

**RHD** 1950 Super Buick Special 4-door saloon, all extras, black, 17,000 miles.

**RHD** 1949 Super Buick 4-door saloon, colour blue.—Below.

**RHD** 1947 Super 8 Buick 4-door saloon, polychromatic grey.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858 [C4028

BUICK Sole Concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:—

**1951** Buick super 4-door saloon, right-hand drive, radio, heater, mileage 10,000, always serviced at our own works and is in really first-class condition.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., W.1. Regent 7121. [6628

**1947** Buick Super, right-hand drive, 40,000 miles; £1,295.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

**£195**.—1937 Buick convertible coupe, an excellent runner in exceptional condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**1937** Buick Viceroy saloon, fitted loose covers, in excellent condition throughout; £335.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

BUICK delivered new in March, 1952, one owner, chauffeur maintained, 31hp 4-door saloon with Dynaflow drive, colour black, heater and radio and fitted nylon covers, 7,500 miles, as brand new in every way.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BUICK Viceroy saloon, in first class condition, completely overhauled by Lendrum & Hartman, reason for disposal death of only owner; £275 or near offer.—Further details apply Ponsford, 44, Park Ave., Bromley, Kent; or tel. Mansion House 3536 day, or Ravensbourne 2160 after 8 p.m. and week-ends. [6829

### Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

**1946**/49 convertible, r.h.d., manual gear box, maximum £1,000.—Box 4214. [W3041

JOE THOMPSON MOTORS require late model Buick cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATERS private 1937/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

### Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

### CADILLAC

CADILLAC—Sole Concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:—

**1950** Cadillac, model 6237D, hydramatic drive, radio, heater, this car is as new and has only done 6,100 miles.

LENDRUM & HARTMAN, Ltd., Buick House, Albemarle St., W.1. [6629

**1950** Cadillac 62 special sedan, radio, heater, beautifully maintained, a most luxurious car; £3,385.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6810

### Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

CADILLAC wanted, 1946/49 convertible, r.h.d., manual gear box, maximum £1,000.—Box 4215. [W3041

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R

### Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

### CHEVROLET

SIMPSON'S offer:—

**RHD** 1949 Chevrolet saloon, all extras, colours dual grey, low mileage.

**1951** Chevrolet saloon, fitted with all extras, approx. 900 miles.

**1951** Chevrolet saloon, all extras, dual green, approx. 2,000 miles.

**1951** Chevrolet saloon, all extras, colour metallic blue, approx. 4,000 miles.

**1949** Chevrolet saloon, fitted with all extras, colour blue.

**1949**-50 Chevrolet, approx. 2,000 miles only, damaged body, suitable for building utility.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

SLOCOMBES, Ltd., Willesden 4869.

**£495**.—Chevrolet special sedan de luxe, l.h.d., in dual grey, 24,000 miles, radio, heaters, immaculate throughout, over 20mpg. 1946.

A.A., R.A.C. inspection welcome; hire purchase terms and part exchanges with pleasure.—38-52, Dudden Hill Lane, N.W.10. [C4017

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## CHEVROLET

**1950** Chevrolet Styleline saloon de luxe, r.h.d.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

BROOKLANDS: Individuality, new and used cars.

**1950** Chevrolet Styleline de luxe 2-door saloon.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029

LATE model Chevrolet 8-seater station wagon; £950. —Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

### Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

### Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

### Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0645/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R

7-SEATERS private 1938/39 (24/28hp) Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

### Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co. Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex, 572171. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0361/R

## CITROEN

DICKS.

**1939** Citroen 12hp saloon, recently overhauled; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50 Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R

ROUNDABOUT offer:—

**1948** Citroen Light 15 saloon, thoroughly overhauled, exceptional car; £525.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

RUSSELL MOTORS offer:—

**1948** Citroen Light 15 saloon, one owner; £575, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

OVERSEAS CARS, Ltd., offer:—

**1948** Citroen Light 15 saloon, black/brown leather, excellent condition; £525. For other Overseas Car bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

KENTISH & THOMSON, Ltd., offer:—

**1952** (May) Citroen Light 15 saloon, maroon, 3,500 miles new condition throughout; £935; also

**1949** Citroen Light 15 saloon, mist green, excellent order throughout; £495.—564, Wickham Rd., Croydon. Springpark 3477. [C2047

BOON & PORTER, Ltd., distributors.

**1952** Light 15, black with beige upholstery, unregistered.

CASTELNAU, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

JOHN S. TRUSCOTT, Ltd., for Citroen.

PRESENT stock includes:—

**1952** Light 15 saloon, black, 6,000 miles; £895.

**1951** Light 15 saloon, mist green, 21,000 miles; £765.

**1950** 6-cyl saloon, black, 16,000 miles; £795.

**1937** Big 15 long wheelbase 6/7-seater, in magnificent condition, ideal hire car; £275.

MANY others; stock constantly changing.

EXCHANGES, deferred terms.

SKILLED Citroen service, spares from stock.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4055

## CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

A WIDE choice of post-war Light 15s and 6-cyls. is usually available.

ONLY the best examples are offered.

OFFICIALLY appointed Citroen agents.

SKILLED service, spares from stock.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

RICHARDS & CARR, always best value.

**1949** Light 15 de luxe saloon, grey, recent overhaul, superb condition; £565.

**35**, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

H. W. MOTORS, Ltd., Citroen distributors.

**1950** Citroen Light 15 saloon, grey/red leather, 11,000 miles, one owner, as new; £825.

**1949** Citroen Light 15 saloon, 1950 features, maroon/red leather, excellent condition; £645.

H. W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2042

H. WOODWARD & SON, Ltd., distributors, offer:—

**1952** new unregistered Citroen Light 15 saloon, maroon (red leather), one only; £995.

**1947** Citroen Light 15 saloon, green/beige upholstery, outstanding value; £395.

**1949** (November) Citroen 22hp saloon, black/brown leather, exceptional performance; £750.

**1947** Citroen Light 15 saloon, black/fawn leather; £450.

WOODWARD, Formby, Liverpool. Tel. 630 Formby. [6820

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1920, offer:—

**1950** 15hp de luxe Citroen saloon, black with beige leather; £795.

**1948** 15hp de luxe Citroen saloon, metallic grey, red leather, radio, FRAM, 20,000 miles; £545.

**1947** 15hp de luxe Citroen saloon, metallic green; £495.

ALSO several pre-war models available. [C4057

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

CITROEN, Lt. 15, 1949, black, fully guaranteed; £550. C. G. Norman & Co., Vic. 2211. [6600

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5340

CITROEN 1948 Light 15 4-door de luxe saloon, colour old ivory with red leather upholstery, recorded mileage 21,000; £525.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

**£175**.—Citroen 12hp f.w.d. saloon, new tyres, excellent appearance.—45, Shirehall Park, N.W.4. Hendon 1648. [6543

**1949** Citroen saloon, black, one owner; £565.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

CITROEN (October, 1950) 6-cylinder, 13,000 miles, very clean, sunshine roof, maroon, one owner; £1,000 o.n.o.—Mr. Rehm, Battersea 1126, days. [6456

**1950** (November) Citroen 6-cylinder saloon, green, 26,000 miles, recent complete overhaul by experts, ideal car for fast, safe long-distance work, private owner; £700.—Box 4568. [6785

**1950** model Citroen Light 15, black with brown leather, low mileage, one owner since new, in spotless condition throughout; £625.—Cyril Shepherd of Reading. Sonning 2345. [6796

**1951** Citroen Light 15, black, red upholstery, 10,000 miles, very carefully handled by one owner for occasional motoring only, extras, spotless condition; £865.—Tel. Finchley 3677. [6569

**1946** (Sept.) Lt. 15, metallic grey, heater, sunshine roof, spot and reverse lights, windtones, new clutch, drive shafts, swivel joints, tyres, battery, extremely fast and reliable, 28mpg; £450.—Hayes 1308. [6840

**£345**!!!—Late 1939 Citroen Twelve front wheel drive saloon, one of the best examples of this pre-war series we have handled, deep maroon coachwork practically devoid of blemish with excellent leather interior, understood to have been overhauled by makers just 12 months ago, this car looks as good and runs as well as the vast majority of post-war cars.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035

### Citroen Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

XXX Cash immediately for good Citroen.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [W4055

### Citroen Spares and Service

SOUTH of the Thames

SALES of Croydon. Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865.—Citroen parts, reconditioned drive, trains 48-hr service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11. (Bow 2284) specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

## CORD

EXCHANGE or sell.

CORD 4-5-seater drop head, ivory white, magnificent car, amazing performance, reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

**1938** Cord 4-door saloon, black, heater and radio; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

## DAIMLER

R. F. FUGGLE, Ltd.

**1951** (May) Consort, genuine mileage 7,800, grey, red interior, coachwork specially finished; £1,385.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

GUY SALMON AUTOMOBILES offer:—

**1951** model Daimler Consort 25,000 miles, one enthusiast owner, large number of extras, in new condition throughout; £1,095.

**1951** Daimler Consort, 15,000 miles, fitted radio and heater, faultless condition, one very careful owner; £1,250.

**1939** Daimler 2½-litre special sports chassis with overdrive, fitted 4-door, 4-seater sports tourer, a most unusually attractive car with a very surprising performance, in excellent condition, owned by Daimler Motor Co. until 1950 one owner since; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Consort saloon (1952 model), maroon with red leather, low mileage; £1,575.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater and demister; £1,375.

DAIMLER EL 24hp limousine (1959), black with fawn cloth to rear, maintained in magnificent condition; £850.

DAIMLER 2½-litre saloon (1939), black with blue leather, outstanding condition; £575.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

LIMOUSINES.—Several superb straight-eights and EL.24s.—Titmuss, 81, Clapham Rd., S.W.9. Reliance 1647. [5945

**2800** miles only, Daimler Barker special sports coupe (July, 1951); £1,595.—Ernest Sutton, Tel. Rogate 4. [C4025

**1949** Daimler 2½-litre saloon, blue/blue, immaculate condition; £1,100.—Weeks (Lincoln), Ltd., High St., Lincoln 10762. [6685

**£280** quick sale.—20hp, approx. 23 mpg, 1954 streamline saloon, excellent condition, taxed March.—Box 4452. [6662

**£888**!!!—Magnificent 1948 Daimler 2½-litre saloon, privately owned and spotless condition; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

**£1245**!!!—1951 Daimler 2½-litre Consort saloon, blue/blue leather, built-in heater, very small mileage, absolutely unmarked.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035

**1938** Daimler 15 saloon, engine and general condition good, tyres as new, leather upholstery; £350.—Whitehead, 23, Nelson Rd., Fakenham, Norfolk. [6610

**£335**.—1938 Daimler Light 17 4-door de luxe saloon, black, brown hide, immaculate.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

**£210**.—Daimler 15hp 1936 saloon, engine and fluid flywheel reconditioned and under guarantee, well shod and sprung, body and paintwork sound.—Blayney 1, Waltons Parade, Preston. [6550

LIMOUSINE modern 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, (Tax £12/10), immaculate condition, black. £545. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

### Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Daimler Spares and Service

DAIMLER and Lanchester specialists.—Denham Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256/R

ALLEN'S, Victoria Rise, Clapham, S.W.4, Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

## DELAGE

1938 (regd. Nov., 1937) Delage D.8.100 4-door sports saloon. Cotal gear box, mechanically faultless, superb appearance and condition, new tyres, taxed December 1953. £295.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0518. [C2014

### Delage Spares and Service

SELBORNE (MAYFAIR) Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts supplied.—62, Park St., W.1. [0659/R

## DELAHAYE

EXCHANGE or sell.

1952 Delahaye 135M Selborne 4-5-seater drop head sedanca, 5,000 kilometers, actual car at 1951 Motor Show (list approx. £4,585), accept £2,575 or reasonable offer.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

### Delahaye Spares and Service

SELBORNE (MAYFAIR) Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts supplied.—62, Park St., W.1. [0660/R

## DELLOW

1950 Dellow, Wade supercharge, perfect condition; £425 o.n.o.—Tel. Hainault 2451. [6845

DELLOW, 1951, 10,000 miles, wonderful sports car, economical running, as new; £495, or nearest.—55, Mearse Lane, Barnt Green, Worcs. Tel. Hillside 1759. [6528

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

### Dellow Wanted

DELLOW wanted, Mark II, low mileage, no trials; cash.—Tel. Edgware 3944. [6759

## D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

### D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

## DODGE

1939 Dodge 25hp limousine, black, division, forward occasionals fitted, radio, magnificent; £495.—Box 4560. [6680

### Dodge Cars Wanted

7-SEATERS private 1938/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

### Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

## FERRARI

FERRARI 2.5-litre 4-seater saloon (chassis No. 0155EL) 1952 model, first registered October 1951, maroon and black, red leather upholstery, this car is stated as being the lastest saloon car in this country, timed 132mph giving 100mph in third, total mileage covered 7,117, right-hand drive; was sold within the last year at list price £7,692; price required £4,750; part exchange or hire purchase.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

## FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

1939 1100cc saloon, 70mph, 36mpg; £200.—S. & S. Motors.

1939 500cc 2-seater, new tyres, recellulosed, excellent condition; £225.—S. & S. Motors.

1937 500cc cabriolet, very clean, reconditioned engine; £165.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [6542

500 model, 1939, 2-strs.; choice of three.—Fox & Nicholl, Ltd., Derwent 1122. [C2015

FIAT 500 recellulosed red, new hood, engine overhauled, beautiful condition; £210.—11, South St., Havant. [6674

1939 Fiat 1100 foursome coupe, excellent, guaranteed; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4036

1938 Fiat 500 rebuilt engine and dynamo, new tyres, new carpets, 60 mph, 52mpg, best offer.—104, Wilbury Rd., Letchworth. Tel. 951. [6638

POST-WAR Fiats.—1951 1400 saloon and 1951 500C coupe, showroom condition; 1939 2- and 4-seaters, reduced prices.

C. Y. RUSHMER, the Fiat Specialist, 39, Holland, W.11. Park 5751. [C3061

## FIAT

!!—Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

295 gns.—Fiat 1500, late 1938 4-door pillarless saloon, black, fawn leather, oversized tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

185 gns.—Fiat 500, 1939 convertible coupe, bronze, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Fiat 500, 1937 convertible coupe, gunmetal, red leather, excellent condition; choice of four Fiat 500s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of reconditioned and used Fiat cars in the country (probably the world); pre-war and post-war 500s, also 1100s and 1500s for immediate delivery from stock.—Below.

MAYFAIR GARAGES, Ltd.—December 1950, 500C de luxe ohv fixed head coupe, r/h drive, finished in standard Fiat jade green with beige cord interior to match, latest type frontal, small mileage, one owner since new, extremely smart and rare car with outstanding performance; 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—1940 1100 500C 4-seater convertible saloon, recellulosed brown and beige with soft leather upholstery, very smart car, outstanding road performance; 3 months' guarantee; £295 (choice of 3 1100s).—Below.

MAYFAIR GARAGES, Ltd.—April 1939 500 2nd series de luxe supercharged convertible coupe, Arnott low pressure blower, black, beige leather, almost new tyres, very smart car, docile engine capable of very high speeds, outstanding road holding; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—June 1939 2nd series 500 de luxe full 4-seater convertible saloon, silver, blue leather, smart and economical car with excellent road performance; 3 months' guarantee; £225.—Below.

MAYFAIR GARAGES, Ltd.—Insure payment of H.P. instalments in the event of your unemployment or sickness.—Below.

17 Fiats in stock from £165.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive list and copy of "The Autocar" Road Test Report.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-12. [C3009

### Fiat Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933/R

XXX Cash immediately for good Fiat.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country, telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [0695/R

### Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0136/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104/5. Open 9-6; Sats. 9-12. [0632/R

## FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, black, spot lamps, good condition throughout; £400.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Anglia saloon (fitted 10hp engine), black with red upholstery, recorded mileage 6,900; £450.

836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 Ford Anglia saloon, black, beige leather, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4065

BLUE STAR GARAGES, Ltd., offer:—

1939 Ford 8 saloon, black and in sound condition; £185.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1946 Ford Anglia; choice of three; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

## FORD (8 h.p.)

ALLAN TAYLOR MOTORS, Ltd., offer:—

1940 Ford Anglia saloon, recently fitted with recond. engine; £250.

DEC., 1945, Ford Anglia saloon; £285.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [5748

1939 Ford 8 saloon, far above average condition in every respect, 3 months' guarantee; £235.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061

1950 Ford Anglia saloon, black, beige upholstery; £435.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Ford 8, one owner, very clean; £325.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [6769

1938 Ford 8 saloon, good; £175; h.p., exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

1950 Anglia, black, one owner, low mileage, perfect condition; £395.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

365 gns.—Ford Anglia late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Ford Anglia 1947 saloon, black, one owner, excellent condition; choice of 7 Anglias; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford 8 1936 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 (October) Ford Anglia, as new, one owner, 18,000 miles, guaranteed three months; £425.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1950 Ford Anglia, 16,000 miles, an original little car, fitted heater, outstanding bargain; £395.—A.Z. Motors, Ltd., Palmerston Rd., N.W.6. Mal. 4723. [C1011

1946 Ford Anglia saloon, black, brown upholstery, reconditioned engine, one owner, excellent condition; £285.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058

1939 Ford 8, recent new engine and battery, radio, spot lamp, demister, exceptional condition throughout, taxed, £245 or near.—158 South Rd., Hailsham, Sussex. Tel. 459. [6665

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

£495!!!—1951 Ford 8 with Martin Walter type utility bodywork specially built costing £650, speedometer reads 5,000 but whole vehicle literally looks like brand new.—Below.

£299!!!—1946 Ford 8 saloon, choice also 1947 and 1948 models.—Below.

£245!!!—1939 Ford 8 saloon, in excellent condition throughout.—Below.

£185!!!—1937 Ford 8 saloon, in outstanding condition, only wants seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

TANKARD & SMITH, Ltd., offer: 1949 Ford Anglia saloon, black with red upholstery, one careful owner from new, many extras, a beautiful specimen, £375.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

PRIDE & CLARKE, Ltd., 1950 Ford Anglia saloon, black/red leather, 9,000 miles, one owner; £399; choice of two others, 5,000 miles and 12,000 miles, three months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6632

### Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0954/R

## FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1946 Ford 10hp Prefect saloon, black, cloth, good condition; £315.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

NEWNHAMS, Ltd.

1949 Ford Prefect saloon, excellent condition, one owner; £435.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

ELITE MOTORS offer:—

1947 Ford Prefect 4-door saloon, black cellulose, recently reconditioned engine unit, one owner, really well-maintained vehicle; £355.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [C2005

BJ. HUNTER, Ltd., offer:—

1949 Ford Prefect saloon, low mileage, numerous extras, definitely unmarked; £450.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

H. BEART & Co., Ltd., offer:—

1951 (October) Ford Prefect de luxe saloon, black with red upholstery, genuine mileage only 8,000 and like brand new throughout; £595.—102, London Rd., Kingston-on-Thames. Tel. 3548. [6506

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with red upholstery, recorded mileage 2,000; £525.

836/842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Prefect, black/red, 6,000 miles, subject to completion of B.M.T.A. covenant.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

CHARLES FOLLETT, Ltd., offer:—

1950 (Sept.) Ford Prefect 4-door sal., beige with beige leather upholstery, one owner, exceptionally well maintained; £525.

18. Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

C.M.I. CAR SALES (Pri, 6623) offer:—

1949 Ford Prefect 4-door saloon, black, green leather upholstery, reconditioned engine; £400.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

H. F. EDWARDS & Co., Ltd., offer:—

£475.—1950 model Ford 10 Prefect 4-door saloon (registered December, 1949), this car is literally as new in appearance, has had only one ownership and is finished in black with brown leather, radio, fog lamp, must be seen to be appreciated; written guarantee; terms, exchanges.—H. F. Edwards, 300, Gt. Portland St., W.1. Langham 0012. [C2003

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 Ford Prefect saloon; £335.

1949 Ford Prefect saloon; £465.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [5749

1947 Ford Prefect, just overhauled, owner has new car; £345.—Speedy, Sloane 7219. [6766

£125.—1936 Ford 10 tourer,; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

PREFECT (1950, Oct.) Leather; 19,000 miles, lovely condition; £465.—White, Sunbury 3586. [6661

1951 Ford Prefect saloon, black, brown leather upholstery; £475.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1948 Ford Prefect, black; £395.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

1949, 14,000 miles Prefect, leather; £475.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£325.—Ford Prefect 1946 4-dr. sln., excellent original cellulose, leather interior, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

365gns.—Ford Prefect 1948 saloon, black, radio, one owner, good tyres, excellent condition; choice of 6 Prefects; terms, exchanges.—Rowland Smith, below.

195gns.—Ford 10 1938 4-door saloon, black, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (June) Ford Prefect saloon, 4,100 miles, B.M.T.A. consent, list price.—Ernest Sutton, Tel. Rogate 4. [C4023

PREFECT tourer 1939, one owner, seats 5, new battery, carefully maintained; only £165.—Hum, Bulls Green, Knebworth, Herts (Tewin 275). [6552

1952 Ford 10, 2,000 miles; £565.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines) [C1050

1951 Ford Prefect, black with brown leather, one owner, 5,000 miles, whole car as new; £575.—Cyril Sheppard of Reading. Sonning 2346. [6798

FORD Prefect 1951 22,000, one careful owner, black with red/fawn leather, showroom condition; £470. —Gatenby, 16, Parkside View, Leeds, 6. Tel. 51432. [6671

1947 Ford Prefect saloon, excellent condition, guaranteed; £315; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890. [C3034

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho W.1. Langham 1594-5. —1946-50 Ford Prefect saloons, low mileage, all guaranteed [0579/R

£450.—1949 Ford Prefect, 21,000 miles, black with leather upholstery, coachwork unmarked; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

## FORD (10 h.p.)

1946 Ford 10 saloon, black, reconditioned engine, 4 new tyres, taxed to 24th March, 53; £290; inspection by appointment.—4, Cazenove Place, Stoke Newington, N.16. Tel. Amherst 6225. [6567

1951 Prefect saloons (2) in first class condition throughout and ready to drive away; £500 each; guaranteed.—Wood & Lambert, Ltd., Ford Main Dealers, 49, Stamford Hill, N.16. Sta. 3434. [6342

1946 Ford Prefect, one owner; £345.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2048

£485.—Ford Prefect, June, 1949, black, leather, one owner, 22,000 miles only, exceptionally good; exchanges, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3725

GARAGE SERVICE Co., Ltd.—1939 Ford 10 tourer, fitted radio, black with red leather, tonneau cover, excellent condition throughout; £175.—1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8698. [C2019

£465!!!—1950 (June) Ford Prefect, leather, bench-type seat, 11,000 miles only guaranteed, one private owner, absolute specimen and a real bargain.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1950 Ford Prefect 4-door saloon, in black with leather interior, small mileage, original tyres only partly worn, bodywork unmarked; £475; would exchange, cash adjustment.—"Southwinds," Smugglers' Walk, W. Worthing, Goring-by-Sea 42131. [C4027

PRIDE & CLARKE, Ltd.—1951 Ford Prefect saloon, beige/beige leather, low mileage, one owner; choice of 2, £459; 1949 Ford Prefect, black/cloth upholstery, £399; 1948 Ford Prefect saloon, black/cloth upholstery, one owner, choice of 2 from £319; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6634

### Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel Sta 8000 Seven Sisters Rd., Tottenham, N.15. [0179/R

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Ford Prefect saloons from private owners. —Write details or tel. Bradford 41337. [6826

## FORD ZEPHYR

COACHCRAFT offer:—

£675! o.n.o.—1951 Zephyr, heater, radio, low mileage, one owner, practically as new; 3 months' written guarantee; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

PHILIP RICKARDS, Ltd., offer:—

1952 Ford Zephyr saloon, black, 2,000 miles, as new. —4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Ford Zephyr, heater, radio, 800 miles only; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Zephyr, hide, radio, heater, 5,000; £795.

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 Ford Zephyr, 3,000 miles, as new; £795.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 550 [5798

1952 (April) Ford Zephyr, leather, heater, radio, 4,000 miles, immaculate; £800.—Cambridge 5382. [6699

4000 miles, 1952 (Sept.) Zephyr saloon, radio, heater, as new.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

## FORD CONSUL

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, loose covers, undersealing and many other extras, superb condition, 11,000 miles; £725.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Consul, beige/hide, radio, heater, 5,000; £695

56, Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 Ford Consul, grey, radio, heater, leather upholstery, one owner, 16,400 miles; £655.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511 [6397

1952 Ford Consul 4,000 miles, radio, heater, leather; £725.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [6768

1951 Ford Consul, grey with brown leather, guaranteed mileage 9,000, one owner, as new; £695.—Cyril Sheppard of Reading. Sonning 2346. [6797

### Ford Consul Wanted

DEALERS who can offer an outright sale one Ford Consul engine unit complete or main components.—Write c/o 6, Union St., Rochdale. [6729

## FORD (V.8)

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black, leather, heater, radio, covers, link mats, twin spotlamps, nicely maintained car, one owner; £550.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

JACK ROSE, Ltd., offer:—

1948 V.8 Pilot, a beautiful car in black, brown hide upholstery, a new engine a few hundred miles ago; accept £365.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

H. A. SAUNDERS, Ltd., offer:—

1951 Ford Pilot saloon, black with brown upholstery, heater, etc., recorded mileage 12,000; £525.

836/842, High Rd., N.12. Hillside 0024. [C2027

1939 (August) Ford V.8 91A drop head foursome coupe, grey, £190 overhaul; £225.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1950 Ford Pilot, heater, beautiful condition; £475. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5036

£75 deposit or £225.—1938 Ford V.8 81A saloon, one owner, radio, guaranteed.—Oldfield, 346, Kensington High St., W.14. Wes. 6651. [C3029

FORD Pilot 1951 model, heater, radio, spot lamp, hyd. jacking, blue leather, equal to brand new, small mileage; £595; terms.—12, Church St., Luton 4212 [6774

1938 Ford V.8, 22hp, new, works reconditioned engine, clutch dynamo, distributor battery, 26 mpg, fully comprehensively insured July, '53; £190.—Chambers, 22, Russell Rd. Wes. 9319. [6818

1950 Pilot saloons; we have several of these excellent cars of low mileage and in immaculate condition; prices from £425 to £650; guaranteed and ready to drive away.—Wood & Lambert, Ltd., Ford Main Dealers, 49, Stamford Hill, N.16. Sta. 3434. [6341

1950 (Oct.) Ford Pilot, one owner, mileage 20,000, green, beige leather, radio, heater, spotlight, new tyres, condition throughout as new; £500, or part exchange smaller car.—Smith, Astwoods, Staverton, Nr. Cheltenham, Glos. Tel. Churchdown 213. [6652

495gns.—Ford V.8 Pilot (November, 1950) saloon, black, fawn leather, radio, heater, one owner, small mileage, good tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0936/R

FORD Pilot wanted for cash.—Write, giving details and price required, to Overhill, Main Rd., Kingsdown, Sevenoaks. [6838

## UTILITY—FORD OR OTHER BODIES

FORD 78A Dagenham 30hp station wagon, reconditioned engine, 1937-8 model, good condition; first offer £185.—12, Church St., Luton 4212. [6789

1948 Fordson 10hp Martin Walter utilecon estate car, fold-flush rear seating, recently repainted, excellent condition; £325.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

£299.—1947 registered Ford Mercury utility, a real eyeful! Smart appearance, plenty chrome, fitted heater, winkers, twin spotlamps, twin horns, mouth-organ front, steering gear change, a real bargain. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

295gns.—Fordson late 1947 8hp Martin Walter Utilecon Estate car, grey, fold-flush rear seating, glass side windows, rear entrance, good tyres, spare unused, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Ford Utility Cars Wanted

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube) Ham 6041. [0937/R

## AMERICAN FORD

1947 American Ford 4-door saloon, r.h.d., one owner from new 28,000 miles, in superb condition; £550.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C1064

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9 [0745/R

## FORD MISCELLANEOUS

A 1950 Ford Pilot and 1949 Ford Prefect motor cars will be sold, by order of the Executors, by public auction, at number 127, Harley St., W.1, on Wednesday, the 21st January, 1953.—Catalogues of the Auctioneers Phillips, Son & Neale, 7, Blenheim St., London, W.1. [6836

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Ford Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0938/R

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

SIMPSONS (EDGWARE)WANT all models Ford.—Edgware 3966 or 1800. [W4014

FORDS wanted.—Smith's 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

### Ford Spares and Service

NORMAND, Ltd.,THE best service only, highly skilled mechanics with efficient supervision.NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0825

F. H. PEACOCK, Ltd.COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30hp, always available from stock.219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at FORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.HIGH St., Wandsworth, S.W.18.MAIN Ford dealers.LARGE stock of genuine Ford parts.VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0095/R

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage Ford cars.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66 High St., East Ham, E.6. Grangewood 1136. [C3062/R

## FRAZER NASH

1946 Frazer Nash-B.M.W. type 328 sports 2-seater, maroon with beige hide; this vehicle has just been overhauled by us and is in excellent condition; £650.—Gordon White & Co., Ltd., Austin House, Gerrards Cross 2077/8. [6836

### Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0939/R

## FRAZER NASH-B.M.W.

DICKS.1939 Frazer Nash-B.M.W. drop head coupe, very fast and attractive; £450.DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

TYPE 329 cabriolet 1938, engine just reconditioned, fast, smart and reliable; £345.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

225 gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55 foursome drop head coupe, green, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

1939 type 326 4-door saloon, buff, in practically new condition throughout, mileage recorded 24,000, new Dunlops, heater, twin spot lamps, £395; type 45 saloon, 1938, reconditioned, 40,000 miles, £245.—Derrington, 159, London Rd., Kingston 5621/2. [C1071

### Frazer Nash-B.M.W. Cars Wanted

BARTLETT.—The Frazer Nash-B.M.W. specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0940/R

## HANSA

£235.—1938/9 Hansa 16hp drop head foursome coupe. A superb example of this outstanding make incorporating such refinements as fully independent suspension on all wheels, hydraulic brakes, one shot lubrication, 6 cylinder ohv engine, 26 mpg and 85 mph, right-hand drive, new tyres, new hood, paintwork and interior in excellent order.—BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

## HEALEY

1950 Healey Silverstone 2-seater, finished red, low mileage, outstanding performance; £785.RIPCO, Ltd., 18, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1951 (May) Healey Tickford saloon, grey with red leather, 17,000 miles, heater, an immaculate example which will pass the most critical examination, offered at the low price of £995.CLARKE & SIMPSON Ltd., Riley Sales & Service, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1048

### HEALEY

BROOKLANDS: Healey distributors, London and Home Counties. "Still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, heater.

1951 Healey Tickford saloon, one owner, radio.

1951 Healey Abbott D.H. coupe, many extras.

1950 Healey 2½-litre 2/4-seater tourer, 6,000 miles.

1950 Healey Silverstone sports 2-seater, extras.

1949 Healey Silverstone, many extras.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Silverstone Healey 2-seater, 13,000 miles; only £745.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

1951 Healey Tickford saloon, fitted heater, immaculate condition, finished polychromatic blue and grey, grey interior; £950.—Moss Bros. Motors, Ltd., 357, London Rd., Westcliff-on-Sea. Southend 3688 and 5837. [6757

1947 Healey-Elliott saloon, steel grey with maroon interior, genuine mileage 28,000, virtually one owner since new, Type B chassis, fitted new shocker absorbers, engine just decarbonised, nearly new tyres; exceptionally smooth engine; £700.—"Oakdene," Sharpthorne, Sussex. Tel. 96. [6725

1950 Healey Silverstone sports 2-seater, red, a very carefully maintained car, regularly serviced, all parts lined up and with the following extras, new hood, two new tyres, luggage grid, screen spray, Lucas long driving light, Lucas spare bulb holder, map-reading light plus; £750.—Bourne, Roche Hill, Bury Rd., Rochdale 5622. [6700

1951 Healey Tickford saloon, polychromatic blue haze, grey leather upholstery bodywork modified by Tickford to 1952 appearance, fitted Lucas "flame thrower" and fog lamp, heater, Trico windscreen washer, recellulosed May, 1952, to ensure matching after body modification, new tyres, mileage 12,000, in first-class condition; photographs on application; £1,250.—T. Barraclough, Little Hallingbury Park, Bishop's Stortford. [6462

### Healey Cars Wanted

BARTLETT.—Healey Elliott saloon required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

## HILLMAN 10

CAR MART, Ltd.1951 Hillman Minx Phase V drop head coupe, 6,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

RUSSELL MOTORS offer:—1950 (December) Hillman Minx P.IV coupe, 17,000 miles; £625; any trial or examination.RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—1952 Hillman Minx Mark V saloon, claret with fawn upholstery, 7,000 miles, under list price.TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—1951 Hillman Minx saloon, 6,000 miles only, fitted heater, radio, embellishers, etc.; £625.1950 Hillman Minx Mark IV saloon, one careful owner; £595.B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—1950 Hillman Minx saloon, black with red leather upholstery, heater, etc., recorded mileage 10,000; £575.836/842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—1952 Hillman Minx Mark V saloon, claret, beige leather, radio, heater, 9,000 miles.WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1947 Hillman Minx saloon, one owner, carefully used, new tyres; £325.—Belsize.

1953 Hillman Minx saloon, reg. Nov., owner going abroad, 2,000 miles, as new; £675.—Bryce Motors, Birmingham Rd., Stratford-upon-Avon. Tel. 2700. [6561

1947 Hillman Minx saloon, one owner, first-class condition throughout; £395.MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 Hillman Minx de luxe with heater; £585.—Wray Park Garage, Reigate 2263. [6851

£235.—1938 Hillman Minx drop head foursome coupe, grey, new maroon hood.—Below.

£275.—1940 Hillman Minx 10hp de luxe saloon, black, one owner only.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Hillman Minx saloon, grey, brown upholstery, 7,000 miles, B.M.T.A. consent; £650.R. C. WIMBUSH Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1947 Minx saloon, blue, blue interior, very well maintained; £375.—Robbins, East Putney. Tel. 4581. [6281

### HILLMAN 10

LOOK!!!—1951 Hillman Minx saloon, beige, red leather, one owner, many extras, like new; £550.—Below.

1946 Hillman Minx coupe, maroon, brown leather, wireless, etc., any exam.; £350.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1949 Hillman Minx Phase 3 saloon, colour grey, fitted radio, low mileage and in exceptional condition; £475.FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tel. Thornton Heath 1448/9. [6539

1947 Hillman Minx saloon, black/brown, excellent condition throughout; £345.—John Trigg, Ltd., Esher 1254. [C4035

£375.—1948 Phase II saloon, column gear change, carefully used; terms arranged.—Tel. Lee Green 3357. [6705

1946 Hillman 10 saloon, exceptionally clean; £275.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [6770

1952 (Jan.) Hillman Mark V d.h. coupe, 5,900 miles, cost £815; accept £675.—Ernest Sutton, Tel. Rogate 4. [C4025

1951 Hillman Minx coupe, 5,000 miles; £585.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

GUY ALFREDS & Co., Ltd.—1940 Hillman Minx saloon, excellent mechanically; £210.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 Hillman Minx drop head coupe, in new condition, a bargain at £595.—The Bucks Motor Co., Ltd., Aylesbury 164. [6747

1950 model Hillman Minx Mark IV, one owner, 19,000 miles; £475.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1951 Hillman drop head, black/red, mileage 11,000, as new; £650.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1948 Hillman 10 drop head coupe, in very nice condition; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 8787-8. [C4050

1948 Hillman Minx Phase II saloon, leather upholstery, wireless and heater, in excellent order; £425.—Haskins, Ladbroke 1155. [C5027

1950 Hillman Minx saloon, black with brown leather, well maintained; £575.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

1949 Hillman Minx Phase III, blue, exceptional condition, one owner, heater; £465 for quick sale.—Cambridge Garage, New Malden 1695. [6838

1949 Hillman Minx Phase III, leather and radio, a very attractive car throughout, low mileage; £465.COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [C1054

1951 Hillman Minx drop head coupe, black, red leather, £695; one owner, immaculate condition.RIPCO, Ltd. (Hillmans Purchased), 16, Albemarle St., Mayfair, London, W.1. [C3052

£595.—1951 Hillman Minx convertible, opal blue, with red leather upholstery, recorded mileage 11,000, fitted heater.—Below.

£485.—1949 (August) Hillman Minx Phase III saloon, black, brown leather, in excellent condition.DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 (July) Hillman Minx saloon, gunmetal and red upholstery, one owner, excellent condition; £525.—Peerless Motors, Ltd., Bath Rd., Slough 22394. [6592

1950 Hillman Minx sal., green, small mileage, ex. condition; £550.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3030

ESTATE car, 1950, 23,000 miles, original condition, unmarked; £585; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1949 Hillman Minx saloon, black, exceptional condition throughout; £475.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1950 Hillman Minx Phase IV saloon, mileage 16,000, in exceptional condition, £525; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

HILLMAN Minx, 1935, engine reseleeved, all other parts renewed, new rear axle, brakes relined, new carburettor and shock absorbers, bills for £135; price £60.—Tudor 8079/6296. [6801

£395.—July, 1946, Hillman Minx, black with beige upholstery, low mileage, just as new; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

NAYLOR & ROOT.—1949 Hillman Minx Mark IV saloon, green, superb condition throughout, £495; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1942 Hillman Minx 10hp saloon, good appearance and mechanically sound; only £255 cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [3954

£200.—1938 Hillman Minx saloon, only one previous owner, well maintained and completely reliable, owner going abroad.—Gray, 39, The Crescent, Sandgate, Nr. Folkestone. Tel. 79240. [6666

1950 (Aug.) Hillman Minx saloon, black, brown interior, heater, over-riders, chrom. fog lamp, reversing lamp, electric clock, Silver Peak plates, spare unused, 7,000 miles only, genuine; £650.McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3021

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HILLMAN 10

**445** gns.—Hillman Minx 1949 Phase III saloon, fawn, red leather, heater, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

**365** gns.—Hillman Minx 1947 foursome drop head coupe, grey, blue leather, radio, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

**225** gns.—Hillman Minx 1939 (registered 1940) de luxe saloon, black, sliding head, brown leather, good tyres, unworn spare, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**PRIDE & CLARKE, Ltd.**—1950 Hillman Minx Ph. IV saloon, black/brown leather, heater, loose covers, low mileage, choice two at £529; 1949 Ph. III black/brown leather, one owner, £489; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [6650

**1948** Hillman coupe, one proud owner since new, H.M.V. radio, fog.amp, Windtones, etc., new tyres and battery, brakes relined, just had thorough checkover and is running beautifully; £425, or part exchange A90 or similar.—Burnham, Buscot, Faringdon, Berks. Tel. Lechlade 375. [6714

**CAMDEN MOTORS.**—Hillman Phase V Minx saloon, 1952, virtually indistinguishable from new, with an exceptionally small mileage, latest type 40-guinea built-in radio, heater and seat covers, late personal property of director of Rootes distributors, maintained and serviced in the very finest manner; £695.

**CAMDEN MOTORS.**—Hillman Phase IV drop head foursome coupe, 1951, another beautiful car in very outstanding condition, immaculate leather upholstery; £645.

**CAMDEN MOTORS.**—Hillman Phase IV saloon, 1951, maintained and serviced by distributors every 2,000 miles (bills, etc., available), fitted heater and Nu-way protective mats; £595.

**CAMDEN MOTORS.**—Hillman Phase III Minx saloon, 1949 (June), engine just checked over and thoroughly serviced by us, very good all-round condition; £475

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1085

## HILLMAN 14

**1938** Hillman 14 bench type front seat, ideal hire car; £250.—Chain Garages, Ltd., Hanger Lane, junction Western Avenue, Ealing, W.5. Per. 4404/5.

**195** gns.—Hillman 14 1939 de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

## HILLMAN 20

**GUY ALFREDS & Co., Ltd.**—1937 Hillman 20 7-seater limousine with division, one private owner, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

### Hillman Cars Wanted

**CMTHE CAR MART, Ltd.**, wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0671/R

**RSROWLAND SMITH'S**, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0941/R

**RROOTES, Ltd.**

**DISTRIBUTORS,**

**REQUIRE modern low-mileage Hillman cars.**

**BIRMINGHAM.—Lower Temple St. (Central 6411.)**

**MMANCHESTER.—129, Deansgate. (Blackfriars 6677.)**

**MMAIDSTONE.—(Maidstone 3333.)**

**CCANTERBURY.—(Canterbury 3252.)**

**ROCHESTER.—(Chatham 2231.)**

**WROTHAM Heath.—(Borough Green 4.)**

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0106/R

**PHENIX MOTOR Co. (SURREY), Ltd.**, High St., Sutton, Surrey. Vigilant 1121. [W3044/R

**PHASE V Minx wtd.**, very low mileage.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6174

**CASH** buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0793/R

**URGENTLY** wanted, 1934 6-light Hillman Minx saloon, in good condition, good price offered.—Box 4411. [6350

**URGENTLY** wanted, 1932 6-light Hillman Minx saloon in good condition, good price offered.—Box 4410. [6349

**XXX** Cash immediately for good Hillman.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0042. [W2003

**KENT.**—Good Hillman urgently required.—Details please to H. P. Edwards, 19, Seabrook Rd., Hythe. Tel. Hythe 67311. [6761

**TURP MOTORS OF FRIZINGHALL, Bradford**, will always buy Hillman Minx saloons from private owners.—Write details or tel. Bradford 41337. [6628

**BIRMINGHAM and Midlands.—Low-mileage Hillman** modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0088/R

### Hillman Cars Wanted

**NOTTINGHAM.**—Sole distributors number, Hillman always prepared to purchase first-class condition recent models. Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 44381. [0552/R

### Hillman Spares and Service

**NORMAND, Ltd.**,

**THE** best service only, highly skilled mechanics with efficient supervision.

**NORMAND, Ltd.**, 406-9, King St., W.6. Riv. 3665. [0224

**LONDON & COUNTIES MOTOR MART, Ltd.**

**HILLMAN** repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

**REPAIRS**, reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159 [0261

**CARRIS MOTORS** for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

**BARKING.**—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

### Hispano-Suiza Spares and Service

**HISPANO** spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [5102

## HOTCHKISS

**HAROLD RADFORD & Co., Ltd.**

**SOLE concessionaires**

**SALES and Service.**

**HAROLD RADFORD & Co., Ltd., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines.) [C3047

**!! Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." [C1046

**1936** Hotchkiss Paris Nice 2-door sports saloon, finished in maroon and ivory with pigskin upholstery to match, hydraulic brakes, easyclean wheels, excellent tyres and battery, carefully used and maintained by an enthusiast, recently reconditioned and reconditioned, terrific performance in complete safety, must be a bargain at £295, exchanges considered. Tel. Mitcham 3951. [6626

### Hotchkiss Spares and Service

**HOTCHKISS** spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [S3047/R

## H.R.G.

**HAROLD RADFORD & Co., Ltd.**

**SOLE** distributors for London and Home Counties, offer:—

**NEW** and unused H.R.G. cars available for early delivery.

**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

### H.R.G. Cars Wanted

**REQUIRED** immediately, good H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

### H.R.G. Spares and Service

**CHARLES FOLLETT, Ltd.**, have a large stock of spares.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE**. Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

## HUDSON

**DICKS.**

**1939** Hudson 17 saloon, steering gear change, fitted reconditioned engine; £395.

**1938** Hudson 17, very fine order throughout; £325.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

**SIMPSON'S** offer:—

**RHD** 1949 Hudson Six saloon, all extras, colours dual grey, low mileage.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists) Wembley 8691/3903. [C4015

**£275**.—1938 Hudson 16.9 saloon, far above average condition.—Grangewood 2530. [C4032

**1939** Hudson 22hp, close coupled 4/5-seater, F.H. coupe, steering gear change, new tyres, exceptional bargain; £225.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [C1011

### Hudson Cars Wanted

**SIMPSONS MOTORS (WEMBLEY), Ltd.**, the Hudson buyers. Wembley 8691/3903. [W4015/R

### Hudson Spares and Service

**MANCHESTER.**—Hudson spares and repairers

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

**DIBMANTLING** Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

**MANCHESTER.**—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester, 13. [0518/R

**SPIKINS (TWICKENHAM), Ltd.**, the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—43-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

## HUMBER

**JACK ROSE, Ltd.**, offer:—

**800** miles only.—August, 1952, Humber Super Snipe sal., absolutely as brand new (black with brown hide upholstery), radio, accept £1,175.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3058

**TOM GARNER, Ltd.**, offer:—

**1952** Humber Super Snipe Mark III saloon, black with red leather, new and unregistered.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

**WARWICK WRIGHT, Ltd.**, offer:—

**1951** Humber Hawk 16hp saloon, blue, fawn leather, 8,000 miles.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4045

**1952** (Apl.) Humber Super Snipe sal., 5,000 miles, as new, heater, radio, covers, etc.

**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

**1948** Humber Hawk saloon, finished in black with leather upholstery, 22,000 miles, a very clean motor car; £550.

**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Kensington 2468. [3136

**1950** Humber Hawk saloon, black with brown leather, most attractive; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022/1

**1949** Humber Super Snipe saloon, black with brown leather, well maintained, £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

**1950** Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £695.—Campbell Symonds, Wembley 6262. [C1057

**OCT.** 1950, Humber Hawk Mark IV saloon 16hp, bronze, red leather, small mileage; £500.—E. C. P. (Engineers), Ltd., Wharf Rd., Stamford. [6571

**HUMBER** Hawk 1951 model (16hp), black with brown leather interior, fitted radio and heater, superb condition; bargain at £695; terms.—12, Church St., Luton 4212. [6775

**£695**.—1950 Humber Hawk sunshine saloon, bronze, red leather, heater, one owner, immaculate.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**1952** Humber Super Snipe saloon, black with red leather, heater, 1st regd. 29.9.52, guaranteed mileage 5,000 only; £1,065.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3053

**HUMBER** S/Snipe, July 1951, carefully used, one driver, taxed 1953, view London; nearest offer £1,000 secures, no dealers.—L.F.C., 247, Vauxhall Bridge Rd., S.W.1. (Vic 4274). [6595

**1947** Humber Snipe, fitted loose covers, coachwork very clean, mechanically good, £365; choice of 2.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5154, 3651-2. [C1055

**£444**!!!—Magnificent Humber Hawk de luxe saloon, June, 1947, beautifully and carefully used, undoubtedly a specimen vehicle and only wants seeing; 3 months' guarantee; hire purchase, exchanges.

**LAMBS**, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C3052

**ARCHIE SIMONS & Co., Ltd.**—1950 (Nov.) Humber Hawk Phase IV saloon, 16hp, colour black, push button radio and heater, nominal mileage, one owner only, a very good example of this popular model; £745.—94, Gt. Portland St., W.1. Lan. 1545. [C4013

**A & S** (Fifty Limousines—Lists Posted) 1939, partition, 7-forward, black, private, certified mechanically, selection-£395. Below

**£335** Pullman 1938 partitioned Limousine, 7-forward, black, nice order ready service.

**LIMOUSINES**, 1946, partition, forward occasionals, wonderful condition throughout, genuine low mileages, privately owned, selection-£635.

**HEARSES** 1952 de luxe coachwork (see A & S advertisement under Hearses) bargain prices.

**1951** private Limousines, partition, also Imperial Saloons, forward occasionals, mileage negligible, selected carriages, selection from-£895.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

### Humber Cars Wanted

**CMTHE CAR MART, Ltd.**, wish to purchase Humber cars.—520, Euston Rd., N.W.1. Euston 1212. [0672/R

**RROOTES, Ltd.**,

**DISTRIBUTORS,**

**REQUIRE modern low-mileage Humber cars.**

**BIRMINGHAM.—Lower Temple St. (Central 6411.)**

**MMANCHESTER.—129, Deansgate. (Blackfriars 6677.)**

**MMAIDSTONE.—(Maidstone 3333.)**

**CCANTERBURY.—(Canterbury 3252.)**

**ROCHESTER.—(Chatham 2231.)**

**WROTHAM Heath.—(Borough Green 4.)**

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

**ROWLAND SMITH'S**

**ROWLAND SMITH'S** the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Humber Cars Wanted

PHŒNIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

XXX Cash immediately for good Humber.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

7-PASSENGER 1950/1/2 Limousines and Imperial Saloons required immediately, details please.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 190-194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0553/R

### Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0565

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0760/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

BARKING.—For full stocks of spares and genuine service for Humber owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464/R

### INVICTA

1934 Invicta 1½ sports saloon, £300 rebuild; sacrifice £200 near.—Stenning, 28, Byron Rd., Earley, Reading. [0456

£185 !!!—Invicta 12hp sports 4-seater, in such unusual and magnificent condition will sell like a hot cake to the first enthusiast who comes and sees it. Immaculate cream bodywork and red wings; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

### JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents. [0027/R

CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, heater, guaranteed; £995.—Car Mart, Ltd., 320, Euston Rd. Euston 1212. [C1059

NEWNHAMS, Ltd.

1950 (Dec.) 3½-litre Jaguar saloon, grey, heater, radio, 12,000 miles, one owner; £975.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

JACK ROSE, Ltd., offer

1951 model Mark V Jaguar 3½-litre, in black, red hide upholstery, almost unmarked inside and out, one owner, mileage believed a genuine 8,000; open to any examination; accept £995.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

WIMBUSH for Jaguars.

XK120.—A really magnificent 1951 model, licensed December, 1950, silver with blue upholstery, recently checked by makers; £1,175.

1950 Jaguar, Mark V saloon, suede green, beautifully maintained by one careful owner, radio, heater, etc., specimen car; £995.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

ELITE MOTORS offer:—

1951 (Jan.) Jaguar XK120 sports 2-seater, speedometer reading 11,000, not raced, H.M.V. press-button radio, suede green, immaculate condition throughout; £1,175.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005/1

ELITE MOTORS offer:—

1947 Jaguar 1½-litre special equipment sports saloon, black/red leather interior, moderate mileage, one owner; £485.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

### JAGUAR

B. J. HUNTER, Ltd., offer:—

1950 Jaguar Mark V saloon, one owner; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1949 (September) Jaguar Mark V saloon, most exceptionally well maintained example; £850.

1951 Jaguar Mark VII, 8,000 miles, H.M.V. radio, faultless condition; £1,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed; £975.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [C4009

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 (December) 1½-litre Jaguar Special Equipment saloon de luxe, metallic grey with red leather, 20,000 miles only, one owner; £535.

1948 (May) 2½-litre Jaguar saloon de luxe, heater, H.M.V. radio, grey with dark grey leather, 24,000 miles only, 2 owners; £585.

BOTH cars are in exceptionally fine condition.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 (Nov.) Jaguar Mark VII, 6,000 miles, heater, radio, etc.; £1,650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

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**SECOND-TO-NONE in PULLING POWER**

1936 Jaguar 2½-litre saloon; £90.—Cunningham 1191. [C2007

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

£325.—Jaguar 1½-litre 1939 drop head coupe, really super condition throughout; choice of many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

1938 Jaguar 3½-litre saloon, fitted new works engine, in exceptionally good condition throughout; £225.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—521, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700/R

£990.—XK120 Jaguar, perfect condition, small mileage, easy terms.—Noel Roscoe, 135, High Rd., Byfleet, Surrey. Tel. 270. [C3062

1950 Jaguar 3½-litre Mk. V saloon, beige, one owner, small mileage; £895.—J. Davy, 180, Kensington High St., W.8. Western 9641. [C1069

1939 Jaguar S.S.100 competition 3½-litre, reconditioned ivory with red leather, a faultless car; £150 deposit or £450 cash.—Automo, Hampstead 3430. [6752

1952 Jaguar Mark VII, registered October, 1,000 miles, midnight blue; list price.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1946 (October) Jaguar 1½-litre saloon de luxe, exceptional condition; £495; 3 months' written guarantee.—Brown's Garage, Loughton (Essex). 4119 (Tube). [C1034

NAYLOR & ROOT.—1948 Jaguar 1½ saloon, brown hide (reg. Dec. '48), immaculate throughout; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

### JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 14hp saloon, 1948, first delivered August, beautiful silver grey with grey leather; only £595.

CAMDEN MOTORS.—Jaguar 14hp saloon, 1947, also special equipment, a late registration one owner car, moderate mileage; £495.

CAMDEN MOTORS.—Jaguar 1½-litre saloon, 1946, fitted Burtonwood reconditioned engine last autumn, very handsome interior; £425.

CAMDEN MOTORS.—Jaguar 1½-litre 12hp saloon, 1956, quite a pretty little car with modern lines, Ace rimbellishers, etc.; £195.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp saloon, 1959, a smart stylish car with post-war lines, usual Jaguar performance; £295.

CAMDEN MOTORS.—Jaguar 1½-litre drop head foursome coupe, 1939, hood, just re-proofed and car attractively resprayed in satin bronze, fitted very efficient radio, discs, etc.; £315.

CAMDEN MOTORS.—Jaguar 1½-litre saloon, 1940, prototype of the post-war series, complete history of overhauls available; £325.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1946, in Jaguar green with green leather, coachwork recently resprayed at cost of nearly £50, brakes and steering just overhauled; £445.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1939, fitted discs and Smiths heater, 6,000 miles only since engine rebore and sleeve; £295.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1938, similar to the later type post-war model, very good allround condition; £265.

CAMDEN MOTORS.—Jaguar 2½-litre saloon, 1937, a fast powerful car with beautiful lines, ideal for high speed cruising; £195.

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon, 1950, February registration, superb black finish with brown leather interior, fitted latest model H.M.V. radiomobile, heater; £895.

CAMDEN MOTORS.—Jaguar Mark V saloon, 3½-litre model, July, 1949, pastel green, immaculate interior with all extras, radio and heater, late property of one of our own directors; £825.

CAMDEN MOTORS.—Jaguar XK120 (February, 1950), never raced or used for trial work, 17,000 miles (genuine), unbeatable value; £995.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, 1949, just completely overhauled and checked in our workshops, sparkling appearance; £625.

CAMDEN MOTORS.—Jaguar 3½-litre, very scarce drop head foursome coupe, 1948, only a few available, one owner car since new; £575.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, 1947, special equipment model, with air conditioner, long range headlamps, etc.; £475.

CAMDEN MOTORS.—Jaguar 3½-litre saloon, 1939, extensively reconditioned last year, bills available for over £100's worth of mechanical work to engine, gear box and back axle; £295.

CAMDEN MOTORS.—Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1035

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

CASE'S MOTOR MART.—1939 Jaguar 1½-litre saloon, just recellulosed gunmetal, 1952 Pye radio, exceptional condition; £395, written guarantee, 5, Warren St., W.1. Euston 3525. [C1040

465 gns.—Jaguar 1947 2½-litre saloon, suede green, sliding head, green leather, heater, Ace discs, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Jaguar 100 1937 2½-litre super sports 2-seater, black, red leather, outside exhausts, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [C4018

JAGUAR 1½-litres (late 1946), immaculate condition, heater, good tyres, recent reconditioned engine, black, brown leather; any trial; £495; terms.—12, Church St., Luton 4212. [6776

1949 Mark V Jaguar 3½-litre saloon, new condition, also 1948 series 3½-litre saloon, excellent; also 1939 2½-litre saloon, good order.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1950 (Jan.) Jaguar Mark V 2½-litre saloon, suede green, with green leather, one owner, 17,000 miles, as new; £875.—Gibson Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6421

PRIDE & CLARKE, Ltd.—1948 Jaguar 3½-litre drop head coupe, grey/grey leather, H.M.V. radio, heater, extras, 18,000 miles; £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6635

1952 Mark VII Jaguar in perfect condition, first licenced February, 1952, colour beige with pale green upholstery, fitted with radio; price £1,595.—Box AC.77920, Samson Clarke, 57/61, Mortimer St., W.1. [6347

ROSE & YOUNG, Ltd., offer 1949 Jaguar Mark V 3½-litre saloon, low mileage, immaculate condition, black; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

MARK VII Jaguar saloon, 12,000 miles, black, red hide radio, screen washers, etc.; £1,625; all reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

JAGUAR 2½-litre late 1946, rechromed, recellulosed Nov., 1952, new engine 6,000 since, H.M.V. radio, good tyres, excellent condition, received new car; £475 or near offer.—A. V. North & Co., Alexandra Dock, Grimsby. Tel. 55897. [6682

1939 1½-litre Jaguar saloon, in suede green, engine recently reconditioned, new tyres, the whole car looks and runs equal to that of a late post-war car; £395, or would exchange with cash adjustment either way.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring-by-Sea 42131. [C4027

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Jaguar Cars Wanted

C
M
THE CAR MART, Ltd. wish to purchase Jaguar cars. 150, Par Lane, W.1. Grosvenor 5454. [0875/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0234/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Tel. Palmers Green 1205/7173. [W4002/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

LOW mileage 1948-49 Jaguar 1½-litre S.E. saloon required.—London Cars, Greenford. Waxlow 2643. [C2057

XXX Cash immediately for good Jaguar.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

WANTED, good Jaguar 2½-litre saloon, about 1939, also, d/h foursome 1948/50.—Pantiles Garage, Guildford 5326. [W3035

XK120, low mileage, wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

XK120 Jaguar wanted by enthusiast, bodywork or repainting no objection but mechanical perfection essential; will pay cash.—Tel. Birmingham South 5018. [6724

### Jaguar Spares and Service

H
HENLYS Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7173. [S4002/R

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pri. 2847. [0139

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

### JEEP

WHAT car never says no—why, a Metamet converted Jeep.—96, Belsize Lane, N.W.3.

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619/R

£105.—Jeep, unregistered, good order; delivered anywhere.—12 Bourne Rd., Southampton 72400. [5691

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

225 gns.—Jeep (Ford), registered August, 1948, coach-built utility, maroon, bench seat, drop tailboard, spare wheel, excellent condition; terms, exchanges.—Rowland Smith.

165 gns.—Jeep (Ford), registered October, 1950, hood and sidescreens, spare wheel, good condition; choice of 5 Jeeps; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., ste.—331-333 High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt, all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4752, 4728. [C3066

### Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

### Jeeps Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0566/R

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and Service, 84-90 Holland Park Ave., W.11. Park 5077. [S3030/R

### JENSEN

BROOKLANDS: Individuality, new and used cars.

1952 Jensen Interceptor saloon and cabriolet.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

JENSEN tourer, reconditioned engine and gear box, recellulosed blue, new hood and all-over tonneau cover, new battery, fantastic performance; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

### JOWETT

NEWNHAMS, Ltd.

1952 Jowett Javelin saloon, green, 700 miles only; £875.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CLARKE'S OF PIRBRIGHT.

DISTRIBUTORS. Day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1952 Javelin de luxe saloon; £850.

1949 Javelin saloon; £595.

NEW Javelins from stock.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2. [0522/R

B. J. HUNTER, Ltd., offer:—

1951 Jowett Javelin de luxe saloon, one owner, numerous extras; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1951 Jowett Javelin saloon, excellent condition, £700.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

1949 Jowett Javelin, green.—Anthony Crook, Caterham 2232-3. [C1065

£150.—Jowett 10 saloon 1936, excellent condition, free wheel, taxed.—Vigilant 6755. [6578

EPSOM.—The Woodcote Motor Co., Ltd., main agents for Jowett and Bradford, offer:—

1951 Javelin de luxe, turquoise blue, many extras.

1952 Javelin standard, beige.

1952 Javelin de luxe, black; exchanges; deferred terms.—Epsom 1234-5. [6157

1950 Javelin de luxe, radio, maroon, spotless condition, new engine; £610.—St. Helens 3900. [6695

1951 model Jowett Javelin de luxe saloon, finished in maroon, in excellent condition, one owner; £735.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [5265

1952 Jowett Javelin saloon, beige, small mileage, superb condition, £775 or near offer.—Box 4501. [6577

1952 Javelin de luxe saloon, black with red leather, one owner, fitted radio and heater, immaculate throughout; £875.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055/1

1937 Jowett 10 de luxe saloon, green with green leather, 4 new tyres, a very sound, economical car; £165.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

JAVELIN 1952 de luxe model, list price £1,255, mileage 8,000, perfect condition; offers.—Poland's Packing Cases, Victoria House, Southport. [6590

1952 model Javelin saloon, black and beige, heater, guaranteed 15,000 miles, spare unused, £675. —Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory-trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon, Cro. 2041-2. [0463/R

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1938 (Nov.) Jowett 8hp saloon, exceptional order; £175.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261/2. [C3067

1949 (Nov.) Jowett Javelin saloon, green, recorded mileage 22,000 only, very nice example indeed; 3 months' guarantee; £535.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1952 model Jowett Javelin saloon de luxe, in grey, perfect condition; £775; part exchanges.—Bowman's Garage, Weybridge. Tel. 1265. [C1055

### JOWETT

£595.—Jowett Javelin de luxe saloon, black, red hide, low mileage, immaculate, registered November, 1948.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1952 Javelin saloon, black/brown upholstery, one owner, under 1,000 miles, £777. Also prompt delivery, new Javelin and Bradford.—Jowett Sales, 140, Golders Green Rd., N.W.11. Speedwell 0015. [C4004

195 gns.—Jowett 1939 10hp 4-cylinder saloon, black, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [C4018

£775!!!—Jowett Javelin, 1952 (March), attractive and unmarked gunmetal coachwork with red leather interior, fitted built-in heater, tailored seat covers, negligible mileage, spare unused, unrepeatable opportunity.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

1948 Jowett saloon, specially prepared for fastidious owner, special engine recently fitted with polished cylinder heads, modified gear box and suspension, perforated disc wheels, radio; this car represents a unique opportunity for those desirous of acquiring something different and is remarkable value at £585.

H.W. MOTORS, Ltd., Walton-on-Thames. 2404/5/6. [C2043

JOWETT saloons now available.—1948 (October) de luxe, black, £500; 1950 de luxe, metallic grey, £700, with radio; 1951 (August) de luxe, metallic grey, £800, fitted radio; also Jowett saloons, 1938 de luxe 8hp, one owner since new, £250; 1936 de luxe, green, engine just overhauled, paintwork perfect, £150.—Buntings, Jowett Main Agents, Harrow. Tel. 6225-6. [6792

### Jowett Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R

ROWLAND SMITH'S.

ROWLAND SMITH'S (the Jowett buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041. [0954/R

JUPITER wanted for cash by private buyer.—R. Costen, Ardingly, Haywards Heath. [6588

JUPITER wanted for cash.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

### Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308 Erith Rd., Bexleyheath. [0571/R

KINGSTON-ON-THAMES.—Distributors for Jowett, comprehensive spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., 84, Eden St., Kingston 2241-2. Also Hampton Court, Molesey 6109. [S/4055/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stocks of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spare and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

### LAGO TALBOT

CHARLES FOLLETT, Ltd., offer:—

FRENCH Lago Talbot 1950 2½-litre, fitted magnificent 2-door 4-seater streamlined saloon body by Saoutchik (sunshine roof), colour dark maroon, radio, heater, 16,000 miles only, this most attractive car offered at £1,850 (cost new in this country approx. £4,300).

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

### LAGONDA

CAR MART, Ltd.

1951 Lagonda 2½-litre saloon, radio, heater, 10,000 miles; £1,895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [C5047/R

GUY SALMON AUTOMOBILES offer:—

LAGONDA and Aston Martin agents.

1952 (September) Lagonda 2.6 coupe, 500 miles; £2,550.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LAGONDA

BROOKLANDS, Lagonda distributors; latest models.

**1952** Lagonda 2.6-litre coupe, mileage 6,000.

**1951** Lagonda 2.6-litre coupe, many extras.

BUY or sell your car at

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

**1933** 16/80 sports 4-seater, grey and red, good order throughout.

**1935** series 4½-litre 4-seater sports tourer, a fine car, in immaculate condition throughout.

**1936** 4½-litre L.G.45 4-seater tourer, complete engine and chassis overhaul in progress.

**1940** V12 Rapide coupe, one owner, completely overhauled Sanction II engine.

FURTHER particulars of these and other models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5584. [C1080

**1952** Lagonda drop head 2½, 7,000 miles, as new.—Anthony Crook. Tel. Caterham 2232/3. [C1063

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

LAGONDA 3½-litre pillarless saloon, excellent mechanical condition, colour black with red hide upholstery, an absolute snip; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

**1934** Lagonda 4½-litre saloon, two owners since new, taxed and insured, excellent condition; £300; Wiltshire.—Box 4488. [6556

**1950** Lagonda 2½-litre saloon, all extras, one owner; £1,175.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [6256

**1937** Lagonda 4½ pillarless saloon, fitted radio, wheel discs, 6 almost new tyres, recent £200 engine overhaul; £595, or terms.—Automo, Hampstead 5450. [6753

CHILTERN CARS offer a 1936 4½-litre L.G.45 four-some drop head coupe, finished in blue with grey hide upholstery; £595; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

### Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

### Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

**273** London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [81060

## LANCHESTER

RAYMOND WAY.

RAYMOND RAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

**1935** Lanchester 18 saloon, late property of an engineer, engine recently stripped and rebuilt, gear box overhauled, nice appearance; a thoroughly reliable old car, will give satisfaction for many years to enthusiast; 95gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 10hp saloon (1947), black with green leather, most attractive; £575.

STRATSTONE, 40 Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

**1948** Lanchester 10 de luxe; £600.—Wray Park Garage, Reigate 2263. [6849

**1948** Lanchester 10 saloon, blue, one owner, superb throughout; £625.—Campbell Symonds, Arnold 2246. [C1037

**£275**.—Lanchester II 1939 sportsman saloon, 4 doors, an unusually good original condition car; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

**1935** Lanchester 12 saloon, recent overhaul; £160.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

**175** gns.—Lanchester 14 1937 Roadrider de luxe saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

**£125**.—1952 Lanchester Straight 8 limousine with division and occasional seats, one owner, chauffeur maintained, speedometer reading 28,896; this magnificent car is in superb condition and it is doubtful if there is a better example in existence to-day.

G & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

## LANCHESTER

LANCHESTER 14, current 1951/2 type, registered October, 1951, saloon in dark green with green leather upholstery; de luxe finish, timber cappings, etc., fitted with Tygan loose covers, H.M.V. radio and other extras; spare wheel and tools unused; best offer over £1,190.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6824

### Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

### Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0416

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

## LANCIA

JOHN S. TRUSCOTT, Ltd., usually have the best examples available.

EXCHANGES, deferred terms.

**173** Westbourne Grove, W.11. Bay. 4274. [C4035

**1938** Lancia Aprilia, engine, gear box complete overhaul 12,000 ago, new tyres, battery, te.e controls Nov., Fram, black, red leather; £475.—Dr. Cox, M.N.I., St. Regis, Cambridge. [6689

**£105**.—6th Series tourer; £125, 8th Series sports saloon; £265, Augusta 5-seater drop head, quite unique.—Alton Garage (Bayswater), Ltd., 17-19, Brook Mews North, Paddington, W.2. Pad. 3952. [C1007

TWO excellent Lancias, both in tip-top mechanical and bodily condition; 2-litre Artena sports saloon by Diotti of Turin, blue with blue leather, 25 m.p.g., £275; 3-litre Astura 6-seater saloon with division, by Farina, blue with grey cloth, late property Italian Ambassador, 18 m.p.g., £375; photos and particulars on request.—Banks, Kirtlington, Oxford. Tel. Bletchington 81. [6611

### Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2393. [0343/R

REQUIRED immediately, good Lancia.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0382/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563 [0506/R

### Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5856.) [0320/R

## LEA-FRANCIS

BROOKLANDS: Individuality, new and used cars.

**1948** Lea-Francis 14hp sports 2-str.

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029

LEA-FRANCIS saloon, 300 miles; best offer accepted; exchange considered.—St. Helens 5900. [6692

**1950** model Lea-Francis 1800 export model, right-hand steering, finished in black; £1,075.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [6007

**1950** (Apr.) 18hp Lea-Francis sports 2-seater, black/red leather, low mileage, one owner, wind-up windows and coupe type body, splendid condition and star performance; £1,065 below list price £865.

J. C. ALEXANDER, Ltd., 190, Deansgate, Manchester, 3. Tel. Deansgate 4795/6. [5649

CHARLES FOLLETT, sole distributors Lea-Francis London & Home Counties, offer the following cars, which represent exceptional value and which have all been serviced and carry a three months' written guarantee:—

**1951** Lea-Francis 18hp streamlined sal., metallic blue, radio, heater and demister, 16,000 miles, carefully maintained; this fast and attractive car offered at £1,450.

**1951** Lea-Francis 14hp estate car, l.f.s., one owner, 10,000 miles only, natural wood and gun-metal, guaranteed; £985.

**1949** (Aug.) Lea-Francis 6-light streamlined sal., black, radio and heater, one owner; £950.

**1950** Lea-Francis 14hp sal., black, beige leather, one owner, in excellent condition, guaranteed; £845.

**18** Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave. W.9. Cunningham 5936. [C2010

### Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7 [0595/R

### Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

## LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

## MARAUDER

MARAUDER 2-litre sports 3-seater roadster, a new and unregistered example finished in light blue available at Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 44751 [C356

## MERCEDES

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

**1½**-litre Targa Florio Mercedes twin ohc, supercharged, just fitted new liners and pistons, fully equipped 2-seater, historic and unique car; £450; or exchange good Aprilia or Mark II Aston Martin.—Write, Hartridge, Findon Place, Findon, Sussex. [6698

## MERCEDES-BENZ

EXCHANGE or sell.

**£575**.—Mercedes-Benz 500K 4/5-seater drop head, very beautiful condition; reasonable offers considered.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

**1951** type 170S 4-door saloon, black with brown/red cloth, Continental steering, radio and heater; Embassy car, mileage under 14,000; in exceptional condition throughout.

**1951** type 170S 4-door saloon, black with brown/red cloth upholstery, Continental steering, genuine mileage 8,500, first registered July, 1952, in new condition throughout.—Victoria 8715. [4584

### Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3148

## MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

## M.G.

PC LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. TC 2-seater roadster, 1949, £445; M.G. TC 2-seater roadster, 1949, £495.

M.G. TA 10hp Tickford coupe, 1939, £395; M.G. TA 10hp 2-seater, 1939, £265.

M.G. VA 1½-litre drop head foursome, 1939, £275; MG 2-litre 18hp drop head foursome, 1938, £245.

M.G. PB 9hp 2-seater, 1936, £225; M.G. PA 8hp 2-seater 1935; £195.

M.G. PJ 8hp 2-seater, 1933, £145; M.G. 12hp coupe, 1933, £125.

M.G. PA supercharged 2-seater, 1934, £195; M.G. 8hp M type 2-seaters, 1930, from £55.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8941 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C3041

CAR MART, Ltd.

**1951** M.G. T.D. 2-seater, 3,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1049

RIFCO, Ltd., offer:—

**1952** M.G. T.D. 2-seater, green, low mileage, extras; £725.

**1949** M.G. T.C. 2-seater, black, 12,000, one owner; choice two from £525.

**1947** M.G. T.C. 2-seater in excellent condition, small mileage; £395.

RIFCO, Ltd. (M.G.s) Purchased, 18, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3058

CHARLES RICKARDS, Ltd., offer:—

**1952** (Jan.) M.G. TD 2-seater, one owner, mileage 5,700 various extras, in faultless condition throughout; £675.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 min. from Marble Arch). Pad. 1820. [C3050

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## M.G.

B. J. HUNTER, Ltd., offer:—

**1952** M.G. T.D. 2nd stage 2-seater, numerous extras, one owner, positively as new; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

JACK ROSE, Ltd., M.G. agents, offer:—

**1951** M.G. saloon, a beautiful car in black, one owner, 13,000 miles; £715.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

PARADE MOTORS (MITCHAM) offer:—

**1939** M.G. T.A., black and red, good tyres, new hood; £295.

**1938** M.G. T.A., British Racing green, new hood and side screens, reconditioned engine; £285.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3036

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1951** M.G. 1¼-litre saloon, 14,000 miles; £795.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

BROOKLANDS: Individuality, new and used cars.

**1952** M.G. T.D. sports 2-str., supercharged, many extras, 7,000 miles.

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

**1951** M.G. 1¼-litre saloon, black, green upholstery, 12,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

**£695** !!!—1952 M.G. Midget, series T.D., immaculate low mileage specimen in superb order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

**1946** M.G. 2-seater, also 1938 similar, both excellent.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

**1934** M.G. J.2, excellent condition, luggage grid, swept wings; £180.—Clarke, 160, Middlewich St., Crewe. [6576

**£165**.—M.G. 1934 PA battery, 5 tyres, seats uphol., all new, resprayed, exc. running order.—Tel. Tul. 6305, after 7 p.m. [6839

**1952** (Feb.) M.G. TD ivory, 12,000, numerous extras, including tonneau, carrier, etc.; £700.—Godsmark, Westgate, Louth, Lincs. [6711

**1947** M.G. T.C., black, fawn leather, 30,000, good condition, H.M.V. radio; £400.—Malet, 30, Malpas Drive, Pinner, Middx. [6554

**£298**.—M.G. 1½-litre 1938-9 drop head foursome, original condition, bodywork almost unmarked, tip-top mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. [C1017

**1948** TC M.G., very good mechanically, 28,000 miles, twin spares, twin spotlights, windtones; £465.—Windus, Truleigh Manor, Edburton, Henfield, Sx. [6555

NAYLOR & ROOT.—1951 M.G. 1¼ saloon, maroon, radio, very attractive; £735; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022/1

**1949** (Aug.) M.G. 1¼-litre saloon, privately owned, excellent condition; £525.—Murphy, Canovee, Knypersley, Biddulph, Stoke-on-Trent. Tel. Biddulph 3219. [6731

WALTER SCOTT, Ltd.—1947 M.G. T.C., green, beautiful condition; £365; terms; exchanges.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

NAYLOR & ROOT.—1952 M.G. TD sports 2-seater, black, fawn hide, 7,000 miles only; £735; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

**565** gns.—M.G. Midget late 1950 11hp T.D. 2-seater, red, red leather, i.f.s., radio, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

**465** gns.—M.G. Midget 1949 11hp T.C. 2-seater, green, green leather, one careful owner, moderate mileage, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

**375** gns.—M.G. Midget late 1946 11hp T.C. 2-seater, black, fawn leather, many extras, excellent condition; choice of 8 Midgets; terms, exchanges.—Rowland Smith, below.

**295** gns.—M.G. 1939 2.6-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1951** (March) M.G. 1¼ saloon, bronze, with red leather, fitted heater, one owner, 10,000 miles, as new; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6422

**1952** M.G. 2-seater, T.D. model, 8,000 miles, grey with red leather upholstery, fawn hood, spot lamp and luggage grid, as new; £695.—Auto Service Garage, R. L. Stevenson Ave., Bournemouth. Tel. Westbourne 63344. [6756

## M.G.

**1951** M.G. 1¼ saloon, black, radio, one owner, nominal mileage, absolutely faultless throughout; £645.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

**£333** !!!—Rare and beautiful M.G. 18hp saloon and also drop head coupe; both these vehicles are definitely specimens, we mean this, you must really see them and compare with others offered; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

ROSE & YOUNG, Ltd., offer:— 1951 M.G. TD 2-seater, tuned stage II, fitted radio and other extras, low mileage, immaculate; £665.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

### M.G. Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase M.G. Cars.—320, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948/R

PERFORMANCE CARS urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 8841. [W3041/R

KENT.—Good M.G. urgently required.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe. Tel. Hythe 67511. [6762

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

M.G. car wanted privately, good condition essential; state age, mileage, number owners, price, etc.—42, Walsall Rd., Four Oaks, Sutton Coldfield. [6657

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock). Mayfair W.1. Mayfair 3104-5. [0696/R

### M.G. Spares and Service

W. JACOBS & SON.

WE specialize in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

TOULMIN MOTORS, M.G. specialists, Staines Rd., Hounslow. See displayed advertisement page 12. [0549/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts etc., replacement camshafts, rockers, dynamos, load springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [0433/R

## MORGAN

SLOCOMBES, Ltd., The Morgan people.

WE always have a good selection of 3- and 4-wheeler Morgans for your inspection.

TERMS and exchanges with pleasure.

WRITE, call or phone

**38**/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. [C4017

MORGAN Plus Four 4-seater (August, 1952), carefully run in; offers around £725.—Robertson, 121, St. John's Rd., Edinburgh. [6687

**465** gns.—Morgan 4/4 1949 10hp drop head coupe, blue, black leather, two spare wheels, one careful owner, 13,250 miles, practically new condition; terms, exchanges.—Rowland Smith, below.

**425** gns.—Morgan 4/4 late 1949 10hp sports 2-seater blue, black leather, good tyres, two unused spares, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

**XXX** Cash immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

### Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

## MORRIS MINOR

CHARLES RICKARDS, Ltd., offer:—

**1949** (Nov.) Morris Minor saloon, grey, radio, loose covers and other extras, in first-class condition; £475.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1829. [C3050

## MORRIS MINOR

CAR MART, Ltd.

**1951** Morris Minor 2-door saloon, heater, 10,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1949** (Nov.) Morris Minor tourer, 14,000 miles; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

**1951** Morris Minor tourer, black, 8,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

**1951** Morris Minor tourer, black with beige leather; £550.

H. A. SAUNDERS, Ltd., Austin House, Worcester. Tel. Worcester 2368. [C4005

**1952** (October) Morris Minor saloon, 400 miles; £595.—Mansfield Autos, Ltd., Euston 2507. [C3001

**1949** Morris Minor tourer, one owner, excellent condition; what offers?

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

**1952** (Sept.) Morris Minor saloon, 900 miles, B.M.T.A. consent; list price.—Ernest Sutton. Tel. Rogate 4. [C4023

**1952** (March) Morris Minor coupe, 6,800 miles, B.M.T.A. consent; under list price.—Ernest Sutton. Tel. Rogate 4. [C4023/1

**1951** (March) Morris Minor tourer, genuine 7,490 miles; £425.—G. E. Harper, London Rd., Stevenage, Herts. Tel. 700. [6735

**1950** (Dec.) Morris Minor 2-door saloon car, colour green, one owner, in really excellent condition throughout; £500.

FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tel. Thornton Heath 1448/9. [6540

**1949** Morris Minor saloon, grey, one owner, perfect condition; £455.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 5779. [C3010

MORRIS Minor sal., 1952 (July), 3,000 miles, black, B.M.T.A. authy. sell; £555.—John Briggs, 189a, Bath Rd., Cheltenham, Glos. [6621

MORRIS Minor 1950 tourer, grey; best offer over £400 secures.—Mrs. Stobart, Small House, Lavant, Chichester. Tel. Chichester 7454. [6663

**1950** (Oct.) Morris Minor tourer, excellent condition; £450.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [6646

**495** gns.—Morris Minor 1951 tourer, black, one careful owner, low mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

**465** gns.—Morris Minor 1949 (registered 1950) saloon, black, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

**395** gns.—Morris Minor (December, 1949) tourer, Romain green, fawn upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1949** Morris Minor tourer, one owner, excellent condition; £415; 3 months' written guarantee.—Brown's Garage, Loughton (Essex), 4119 (Tube). [C1054

**1949** Morris Minor, very clean, full particulars on application.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6262

**1952** (Jan.) Morris Minor, in immaculate condition, heater, mileage 7,500.—Offers to Warmington's Garage, Bridgeland St., Bideford, N. Devon. Tel. 16. [6548

**£375**.—Nov. '49, Morris Minor tourer, new engine, front suspension, brakes, clutch renewed, new hood and tyres.—Dr. Dickie, Shipdham, Thetford, Norfolk. [6580

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, beige, low mileage, one owner; £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

SOUTHPORT.—1950 (Oct.) Morris Minor saloon, speed reading 14,000, black/beige, nice condition, £465; 1951 (Apl.) coupe, similar, £465.—Lifes, West St. Tel. 3774. [6659

PRIDE & CLARKE, Ltd.—1951 Morris Minor tourers, black/red leather, blue/beige leather, 8,000 miles; choice three at £469; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6657

**1952** Morris Minor 2-door saloon, 2,500 miles, B.M.T.A. permission subject to balance of Covenant being signed; controlled price.—Baraclack & Sons, Ltd., Nursery Lane, London, E.7. Tel. Grangewood 5464. [6624

RELUCTANT sale, May (1952) Morris Minor 4-door saloon, black, red leather, guaranteed mileage under 3,000, B.M.T.A. consent; list or near offer.—Apply Mrs. Kirk, Shrublands, 4, Hillside Rd., Norwich. 53141. [6736

**1950** Morris Minor tourer in fawn, with Vynide upholstery, a well-kept car, moderate mileage, £475; would exchange with cash adjustment either way.—Southwinds, Smugglers Walk, W. Worthing, Sussex. Goring-by-Sea 42151. [C4027

TANKARD & SMITH, Ltd., offer 1949 Morris Minor saloon, maroon with beige upholstery, one owner, speedometer reading 21,000, specimen car; £450; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-5. [C4028

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Morris Minor Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0585/R

1950/52 Minor saloon wanted, as new.—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [6254

TURF MOTORS OF FRIZINGHALL, Bradford, will always buy Morris Minor saloons from private owners.—Write details or tel. Bradford 41337. [6827

### MORRIS EIGHT

MONTROE MOTORS offer:—

1937 Morris 8 4-door saloon, reconditioned engine; £155.

1938 Morris 8 4-door saloon; £165.

1938 Morris 8 2-seater; £165.

1939 Morris 8 tourer; £195.

MONTROE MOTORS (N. H. Boswell), 91-97, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171/2. [6754

GATEHOUSE MOTORS offer:—

1938 Morris 8hp saloon, choice of two, from £175. —Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

GLANFIELD LAWRENCE offer:—

1948 Morris 8 4-door saloon, black/brown, one owner and 20,000 miles only, exceptional condition throughout; £595.—407, High Rd., N.12. Finchley 0091. [C2055

1948 Morris 8 4-dr. sal., black/brown, 19,000 miles, as new.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [C4029

1947 Morris 8, sliding head, black, very clean, one owner; £345.—Cranmore, Tel. 2040 Potter's Bar. [C1062

1947 Morris 8 4-door saloon, in excellent condition; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 8787-8. [C4050

1947 Morris 8 4-door saloon, original owner, very carefully maintained; £325, terms, exchanges. —H. Rose The Lynch Garage, Uxbidge 122. [C3055

1947 Morris 8 2-door sun saloon, one owner, 21,000 miles only, really immaculate, 5 months' guarantee; £325.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

295gns.—Morris 8 1946 de luxe saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

265gns.—Morris 8 1939 de luxe saloon, black, sliding head, brown leather, one owner, excellent condition, terms, exchanges.—Rowland Smith, below.

165gns.—Morris 8 1937 de luxe saloon, green, sliding head, green leather, good condition; terms, exchanges.—Rowland Smith, below.

125gns.—Morris 8 1935 (registered 1936) de luxe 2-door saloon, black, sliding head, maroon leather; terms, exchanges.—Rowland Smith, below.

95gns.—Morris 8 1935 tourer, green, good condition; choice of 16 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 (October) Morris 8 2-door saloon, excellent condition, guaranteed; £290; exchanges and terms.—4, Russell Gardens Mews, Kensington. Park 6704. [C3034

1939 Morris 8, Series E, blue 2-door saloon, sun roof, good condition, 2 extra tyres; £215 or offer.—Maidlow, 45, Beddington Gardens, Wallington, Surrey. Wallington 9208. [6719

£395.—1947 Morris 8 4-door saloon, black with brown leather, 21,000 miles, kept in new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C3031

1948 Morris 8hp four-door saloon, one owner, low mileage, excellent condition; three months' written guarantee; £365.—Bryce Motors, Birmingham Rd., Stratford-upon-Avon. Stratford-upon-Avon 2700. [6560

### Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham 6041 [0976/R

REQUIRED immediately, good Morris 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

MORRIS 8 1939-46, original condition, preferably one owner.—Deller, 172, Holland Rd., W.14. Park 5396. [6716

### MORRIS TEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1946-7 Morris 10/4 de luxe saloon; this car is in really immaculate condition throughout, mileage under 20,000; original black cellulose, brown leather interior as new; 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). [C4047

### MORRIS TEN

1948 Morris 10, one owner; £390.—Below.

1947 Morris 10, recent new engine; £370.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C4019

1947 Morris 10 de luxe, excellent all round, black; £325.—Speedy, Sloane 7219. [6767

1939 Morris 10, immaculate condition throughout; £335.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1947 Morris 10 saloon, finished black, brown interior, in excellent condition throughout; £310; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1948 Morris 10, one owner, fully guaranteed, bargain; £375.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Morris 10 saloon, black/brown, recent A.A. inspection, excellent condition; £345.—John Trigg Ltd., Esher 1234. [C4035

WALTER SCOTT, Ltd.—1946 Morris 10, black, exceptional condition; £345.—32, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1939 Morris 10 saloon, black reconditioned engine done 10,000 miles, excellent condition; £245. Reys Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [6782

1948 Morris 10 de luxe saloon, one owner, small mileage, black, immaculate; £595; offers.—Kings Motors, 1, High St., Hounslow. Tel. 3525. [C2049

1935 Morris 10/4 de luxe saloon, black with brown leather interior, bodywork well above average, mechanically very good throughout; new piston rings now being fitted; £145.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel Putney 3593. [C4030

375gns.—Morris 10 1948 de luxe saloon, grey, sliding head, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

### Morris Ten Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0977/R

### MORRIS TWELVE

DICKS.

1938 Morris 12 saloon de luxe, very much above average condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6688-9. [C1072

225gns.—Morris 12 1938 Series III de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges.—Rowland Smith, below.

49gns.—Morris Cowley 1933 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube) Ham. 6041. [0978/R

### MORRIS OXFORD

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one engineer owner, as new; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

OVERSEAS CARS, Ltd., offer:—

1951 Morris Oxford saloon, black/red leather, mileage 7,120; £675. For other Overseas Cars bargains see page 35.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford saloon, black, reconditioned as new choice of 6, all guaranteed; £585.—Portune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

WANSTEAD MOTORS, Ltd., offer:—

1949 Morris Oxford, grey with beige leather, heater, loose covers, one owner; £495.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1951 Morris Oxford, perfect condition throughout. —Anthony Crook, Caterham 2232/3. [C1063

1951 (July) Morris Oxford, 6,000 miles, perfect; £625.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 series Morris Oxford, black/brown hide, one owner; £545.—J. Davy, 180, Kensington High St., W.8. Western 9641. [C1069

1949 Morris Oxford, immaculate order; £500.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184. 10 a.m. to 7 p.m. [C1030

1950 Morris Oxford saloon, one owner, in first-class condition throughout; £525.—L. F. Dove, Ltd Guildford Rd., Woking. Tel. 1282 [C1076

1953 Morris Oxford, 1,000 miles only, grey, as brand new; £695.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [6816

1952 Morris Oxford saloon, radio, £100 under list.—Green & Zonis, Ltd., 246/252 & 232, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

CASS'S MOTOR MART.—1951 Morris Oxford saloon, grey, genuine 10,000 miles, one owner, £585; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

### MORRIS OXFORD

1951 (April) Morris Oxford saloon, black, brown leather (latest type Dunlopillo upholstery), heater, 12,000 miles, as new; free of B.M.T.A. restrictions; £645.

W. J. BROWN, Ltd., established over 30 years, 339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Morris Oxford saloon, black with red upholstery, radio and heater, 4,000 miles; £775.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. May. 5242. [C1030

TANKARD & SMITH, Ltd., offer 1951 Morris Oxford saloon, black, fitted heater, recorded mileage 14,000, whole car absolutely unmarked; £650.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

PRIDE & CLARKE, Ltd.—1949 Morris Oxford saloons, maroon/beige leather, heater, and black/beige leather; choice two at £479; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6686

### Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0384/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21429. [W4052

### MORRIS SIX

1950 (August) Morris Six black and brown, one owner, unmarked; £555.

ERIC HAYES, Ltd., 15 Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2053

7000 miles, 1951 Morris Six.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 Morris Six saloon, maroon with red leather, 18,700 miles; offers.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. May. 5242. [W5050

### Morris Six Cars Wanted

CM

THE CAR MART, Ltd., to wish purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0675/R

### Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0979/R

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0824/R

HATTON'S, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp. in condition above average. [0795/R

XXX Cash immediately for good Morris.—H. F. Edwards, 28, Upper High St. Epsom 9400. [W2001

### Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High St., S.W.17. [0521

### NORDEC

1950 Nordec Roadster, list price £625, perfect condition, British made; £385.—Putney 6625 after 7. [6718

### OLDSMOBILE

SIMPSON'S offer:—

1951 Oldsmobile Rocket convertible, all extras, approx 3,000 miles.

1949 Oldsmobile 76 saloon, hydramatic drive, fitted all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

1938 Oldsmobile drop head coupe, radio and heater, in very good condition throughout; £225.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DISTRIBUTORS (RAWLENCE) Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1939 Oldsmobile 29hp saloon de luxe, black, engine overhauled, good tyres, smart car; £345. —Rogers Garage, Wellesley Ave., Hammersmith, W.6. Riverside 2644-5. [C3054

10000 miles, 1951 Oldsmobile 88 4-door saloon de luxe, fitted radio and heater, hydramatic transmission, L.H.D., Rocket engine.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

### Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2 Lexington St., W.1. Gerrard 8600. [0627/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Oldsmobile Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

## OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

95 gns.—Opel Cadet (December, 1957) saloon, black, very good condition; choice of 3 Opels; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0960/R

## PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., PACKARD Sole Concessionaires, offer:—

A SELECTION of low-mileage post-war Packard cars; also thoroughly reconditioned pre-war Packards. LEONARD WILLIAMS & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. [0282/R

LATE Packard, r.h.d., 4-door saloon, 22,000 miles, one owner; £1,500.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1947 Packard Clipper, duo-grey, supplied and maintained by concessionaires, 6-cyl., 25 mpg, 56,000 miles, r.h. drive, radio, heaters, covers, trafficators, etc., immaculate condition; £1,500, no offers.—Ric. 2414. [6686

1937 (July) Packard Super 8 limousine, as new, privately owned, 7 forward seats, occasional seats full inside of body, cloth rear, leather front, any trial or examination; £575.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 3651-2. [C1055

1950 Packard 23rd series 8-cylinder saloon, black with red leather upholstery, fitted with overdrive, heater, defroster, radio, twin spot lights, winking direction indicators, new tyres all round, maintained by Leonard Williams & Co. since new, who have car's complete history, left-hand drive, small mileage, exceptionally nice car and in very good condition; price £1,800.—A. J. Walter, tel. Horley, Surrey, 1420 or 256. [6842

LIMOUSINE 1940 Super-8 Deluxe Coachwork, partition, 7-forward, black, reasonable mileage, privately owned, 1949 condition throughout, £750. (Tax £12-10-0.). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

### Packard Cars Wanted

LEONARD WILLIAMS & Co. (1940), Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3. Kensington 4858. [0902/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

### Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [0905/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 5400. [0469/R

## PLYMOUTH

SIMPSON'S offer:—

RHD 1947 Plymouth saloon, fitted with all extras, colour black.

1949 Plymouth saloon, fitted with all extras, colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

## PONTIAC

SIMPSON'S offer:—

RHD 1949 Pontiac saloon, all extras, burgundy and fuchsia, low mileage.

1951 Pontiac hydramatic saloon, all extras, colour black, approx. 7,000 miles.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head coupe, all-electric, innumerable extras; £595.

B. J. HUNTER, Ltd., 22, Crickiewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

### Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

### Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

## PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey.

PORSCHE Sole Concessionaires, Great Britain, offer full servicing facilities.—Tel. Ripley 2561. "See "New Car Section." [0629/R

## RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0821/R

EX-ALAN BROWN 1952 Mk VI Cooper with reconditioned Norton box, spare set of close ratio pinions, 4 fuel tanks; this car has been raced only 8 times and is in almost new condition.—Fenning, Stockbridge, Hants. Tel. 11. [6620

## RAILTON

MAJOR J. F. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—24, North Side, Wandsworth Common, S.W.18. Vandyke 5181. [0535/R

## RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAMS Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults:—

1950 760 saloon, many extras; £495.

1949 8.3 4-door saloon, choice of two; £585, £545.

1946 8.3 Utility 4-door; £275.

1939 8.3 de luxe saloon; £225.

1939 12hp saloon, black; £250. [0126/R

RENAULT 1948 8hp 4-door saloon, fitted wireless, just overhauled at cost of £45, splendid 40 mpg car; £575.—Box 4578. [6856

£475.—1950 (October) 760cc Renault, just fully overhauled by makers, many extras, one meticulous owner, unmarked.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

### Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0962/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

### Renault Spares and Service

DISMANTLING 1937 Renault 18/4 coupe, all parts, other models.—"Motolympia," Osweatry. Tel. 480. [0544/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

## RILEY

DICKS

1937 Riley Kestrel saloon, enthusiast maintained, most attractive; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [C1072

SAUL & SLATER offer:—

1949 Riley 2½-litre sports 3-seater, red with beige leather upholstery; £695.

44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205; 7173. [C4002

BOON & PORTER, Ltd., distributors.

1949 1½ saloon, black, super Tyzan loose covers, mileage 25,000, mechanically perfect, coachwork unmarked; £765.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1947 (December) black 1½-litre Riley saloon, brown leather interior, one owner only, 11,000 miles; £675.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

£850.—1950 Riley 2½ roadster.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

RILEY Falcon 12hp, in excel. order throughout; £160.—West Drayton 3058. [6837

1950 (December) 1½-litre, almond green, radio fitted, one owner from new, 23,000; £855.

1951 (May) 1½-litre, black, radio and heater fitted, 15,000 miles, one owner from new; £950.—Queen's Park Garage, Ltd., Hampton Court Rd., Harborne, Birmingham 17. Harborne 1055. [6855

SUSSEX specialists for Riley cars and spares.—Caffyns Ltd. Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5548. [0079/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1949 Riley 2½-litre, small mileage, radio and heater; this car is in exceptional condition; £795.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355 and 1709. [6505

1935 Riley 9 Monaco saloon, good; £185, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3059

£245!!!—Riley Adelphi 15 1937, immaculate condition; terms, exchanges.—Norman Autos, 546-554, London Rd., West Croydon. Tho. 4657. [6788

1936 Riley 15 saloon, exceptional condition for age, two owners only; £255.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

## RILEY

VINTAGE AUTOS, Riley Centre at 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Sq. Tube.) Sloane 8326, offer the following selected Rileys:—

£335.—1939 registered Kestrel Sprite 6-light saloon, exceptional condition.

£345.—1938 Kestrel, fitted suitcases, very beautiful car.

£165.—1935 12/6 saloon de luxe, very good throughout.

£175.—1935 Monaco saloon, manual box, special series engine, extensive overhaul, many extras.

GOOD Rileys always in stock from £75, and always wanted to purchase. [6847

1946 Riley 1½-litre saloon, green, engine reconditioned; £555.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1950 (June) Riley 1½-litre saloon, black, fitted heater, etc., 13,000 miles, one owner; £850 or exchange.

HARROWSIDE MOTORS (BLACKPOOL), Ltd., Harrowside, Blackpool. Tel. 41157. [6755

1949 2½-litre Riley, black, red, fitted radio and heater, low mileage, indistinguishable from new; £750.—Cyril Sheppard of Reading. Sonning 2345. [6799

MAYFAIR COUNTRY CARS offer Riley 2½ Roadster, superb condition, one owner, recorded mileage 13,500, £750; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

1947 (Nov.) Riley 1½-litre saloon, black with green leather, fitted Rumbellaires, almost as new; £625.—Gibsons Sports Cars (Xehurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6424

1948 Riley 1½-litre foursome drop head coupe, black/brown leather, heater, most excellent condition throughout, a pretty car; £595.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£695!!!—2½-litre Riley saloon, April, 1949, one owner only since new, fastidiously maintained and in excellent all-round condition, 18 other Rileys in stock, Monaco, Kestrel, Adelphi, Imp, Sprite for £145.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m.; write for catalogue. [C1035

1951 (May) Riley 2½-litre drop head coupe, satin bronze, red leather, 12,000 miles by one experienced owner, condition throughout comparable to new in every detail, loose covers, protective mats, 5 Goodyear Eagle tyres hardly worn, cost nearly £1,600, outstanding value £985; exchanges, deferred terms.—John S. Truscott, Ltd., Authorized Riley Agents, 173, Westbourne Grove, W.11. Bay. 4274. [C4035

### Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0963/R

1952 2½ Riley saloon wanted, cash for low mileage, one-owner car.—Box 4403. [6313

RILEY 2½-litre drop head required; offering in part exchange Jaguar XK120, 1951, 8,000 miles.—Details E. B. SEEMANN, c/o Electro Motion, Ltd., 61, King St., Leicester. Tel. Leicester Granby 453-4. [6536

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

KENT.—Good Riley urgently required.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe. Tel. Hythe 67311. [6765

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May 3051. [W3043

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1285

1951/52 2½-litre Riley saloon or drop head required A90 saloon, April, 1951, and £250 for best offered.—C. W. Dix, 29, Ridgeway Crescent, Newport, Mon. Tel. 5576. [6841

### Riley Spares and Service

FRANK L. HALL OF MAIDENHEAD.

SPECIALISED knowledge and personal supervision of Riley sales and service, guaranteed satisfaction.—Tel. Maidenhead 715. [7950

READING.—Hewens Garages, Ltd., for Riley spares and service.—Tel. 4436. [0209

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0779

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Strangeways Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0258/R

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialized Riley service, large stocks of spares, prompt attention.—Enquiries to Botley 152. [0060/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6656

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

J

B

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to:—
12-13 St. George St., Hanover Sq., London, W.1 Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067/R

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also Bradford, Leeds and Sheffield. [0905/R

EXCHANGE or sell.

1947 Rolls-Royce Silver Wraith Park Ward owner-driver saloon.

1937 Rolls-Royce 25/30 Hooper owner-driver saloon (50,000 miles only).

1937 Rolls-Royce 25/30 Barker saloon with disappearing division (28,000 miles only).

1937 Rolls-Royce Phantom III Freestone & Webb 7-seater limousine, all hide (43,000 only).

20/25 Rolls-Royce Replica owner-driver saloon.

ALL reasonable offers considered.

SWANMORE GARAGE (Rolls-Royce Specialists), 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

VINTAGE AUTOS offer:—

£185.—Rolls 20 shooting brake, 1928, late type wheels and chrome rad.

£485.—1947 Rolls 20 Replica 2/4 drop head coupe.

£335.—Rolls P.II sedanca de ville, beautiful condition.

£425.—Rolls 25, owner driver saloon.

VINTAGE AUTOS.—We specialise in the older type Rolls; always a good selection at competitive prices. —66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used cars:—

1950 Silver Wraith H. J. Mulliner touring saloon, only 15,000 miles.

1944 Wraith sports saloon by Young with division.

AUDLEY House, North Audley St., London, W.1. Mayfair 5242-3-4. [C3080

MASCOT MOTORS, Ltd., offer:—

1936 25hp Hooper sports saloon with division.

1936 25hp Thrupp & Maberly sports saloon.

1934 25hp Salmon sports saloon; another by Abbott.

1933 25hp Freestone & Webb sports saloon.

1931 25hp H. J. Mulliner 4-light saloon.

1930 25hp with 1938 semi-razor-edge sports saloon.

1928 20hp Windover 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner driver coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ledbroke Grove, W.10. Ladbroke 1281-2. [C3007

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (8 lines). [C3047

WARWICK WRIGHT, Ltd., offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey, blue leather, 26,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1 Mayfair 9761. [C4045

SELBORNE (MAYFAIR), Ltd., offer:—

1937 Rolls-Royce 30hp limousine by Hooper, face forward seats; an exceptional bargain even at to-day's low prices; £875.

82, Park St., W.1. Mayfair 4733-5. [6401

GUY SALMON AUTOMOBILES offer:—

1949 Rolls-Royce Silver Wraith, James Young, owner-driver sports saloon, faultless condition; £5,650.

1937 Rolls-Royce 25/30hp Gurney Nutting foursome drop head coupe, most attractive lines; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MANN EGERTON & Co., Ltd., offer:—

1952 Rolls-Royce Silver Wraith Park Ward owner-driver saloon in dark green with brown leather upholstery, mileage 900 only.

14, Berkeley St., London, W.1. Regent 2073. [C2006

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1040

1926 Rolls-Royce Phantom I Barker limousine, one private owner, low mileage; £255; also

1937 Rolls-Royce 20 Barker limousine, very low mileage, original condition, immaculate throughout; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

## ROLLS-ROYCE

1935 Rolls 2/4-seater sports, mech. perfect; £700.—Martin, 23 Avebury Ave., Ramsgate. [6193

1937 25/30 semi razor-edged sports saloon by Thrupp and Maberly, one owner since new.

1936 25/30 7-passenger limousine, large face-forward seats, private.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

1937 (Nov.) Rolls-Royce 25/30 Barker 7-passenger limousine, face forward occasionals; £875 or part exchange.

1936 (Aug.) Rolls-Royce 25/30 Freestone & Webb razor-edged sports saloon with boot; £1,000 or part exchange.

1937 Rolls-Royce Phantom III Hooper sports saloon with boot and division; £675 or part exchange.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

PHANTOM II/1934 Tourer, Hooper, Deluxe Coachwork, 6-wheels, lavish equipment, moderate mileage, outstanding example, reasonable cost (Tax £12/10).

OWNER-DRIVER 1937 Phantom III Park Ward Saloon, electric partition, sunroof, mileage 21,000, capacious boot, wireless, 6-wheels, Jorjon covers, delightful condition throughout, low cost. (Tax £12/10.) Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [6057

£375.—Rolls-Royce 20/25, owner driver saloon with division, immaculate condition, recent £100 overhaul.—The Bucks Motor Co., Ltd., Aylesbury 164. [6746

1937 (July) Phantom III Barker limousine-landaulette positively indistinguishable from new, titled owner; £950.—Autowork, Ltd., Winchester, Tel. 4854. [C1010

ROLLS Silver Wraith touring limousine by Hooper, licensed June, 1948, black with red upholstery, mileage 29,000; to sell or exchange.—Mackay, West Park, Harrogate. [6834

ROLLS-ROYCE, 1937, 30hp super limousine, face-forward occasionals, cloth rear, leather front, black, immaculate condition, low mileage, exceptional offer; £775.—Riverside 2527. [6794

ROLLS-ROYCE 25/30 two-door sports coupe by James Young, enormous boot; very sound car; excellent history; £975.—Taylor and Crawley, 481, Kensington Court, W.8. Western 6015. [6811

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2570

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition; reasonable offers invited.—59, College Crescent, Hampstead, N.W.3 (Swim Cottage Tube). Fri. 5914. [C4006

HEARSES de luxe 1952 Coachwork, low mileage, 5-door, 6-bearer, exclusive equipment. (See A. & S. advertisement under Hearses.) Alpe & Saunders, Providence Court, North Audley St., Mayfair-2941. [C1006/2

ROLLS-ROYCE 25hp, late series, shooting brake estate car, lavishly equipped, new 4-door body finished in natural varnished oak, 5 new tyres, 65,000 miles recorded guaranteed; £1,250.—Frank Dale, 27, Hereford Sq., Kensington, S.W.7. [C1067

1937 delivery 30hp Rolls-Royce 4-door, 4-light owner-driver saloon, without division and with boot by Hooper, two tone blue with beige upholstery, recent overhaul by makers (bills available), recellulosed; £1,495.

1936 delivery Rolls-Royce Phantom III 4-door 4-light sedanca with disappearing division and a rear luggage boot, by H. J. Mulliner, one owner since new, modified engine, complete history available, pale blue with blue leather upholstery; £1,075.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3035

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [6627

1936 Rolls-Royce 20/25 razor-edged Sedanca de Ville by Windover, a magnificent-looking car in black with basketwork finish on rear quarters and doors, very good chassis; £975.—Clarke's of Pirbright. Officially Appointed Rolls-Royce Retailers, Pirbright, Surrey. Brookwood 2201-2. [5961

A & S display selection 12 Rolls-Royce Limousines, moderate mileages. (Mechanical guarantee certificate). Below

LIMOUSINES 1935 25hp Thrupp-Hooper, leather, partition, black, 7-forward, superb, £695.

LIMOUSINES 1937/30hp Thrupp also Hooper, 7-forward partition, swept tail, reasonable mileages, black barguin, £960.

LANDAULET 1936/30hp Barker, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1125.

WRAITH 1939 Thrupp Limousine, partition, 7-forward occasionals, black, carefully maintained, £1560.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000, low cost.

LIMOUSINE 1938 (mileage 33,000) Phantom III (solid tappets) Windover, partition, forward occasionals, swept tail, magnificent carriage (Tax £12-10-0).

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street, Mayfair-2941 [C1006

### Rolls-Royce Cars Wanted

J. MARSHALL.

WANTED Rolls-Royce 22/22 and 20/25, all types of coachwork any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel Garston 2369. [0496/R

### Rolls-Royce Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0564/R

JACK OLDING, Official Retailers and Repairers, are interested in the purchase of good used cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030

WANTED, Rolls-Royce Phantom II Continental owner-driver sports saloon, must be good throughout.—Pantlies Garage, Guildford 5326. [W3035

SIMMONS OF MAYFAIR desire to purchase Rolls Replicas, 20s or 25s.—12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [W4012

20hp Rolls-Royce required, value £250; exchange 1940 Austin 12 saloon, resprayed, reconditioned; value £400.—Pickles, Enchmarsh, Leebotwood, Shropshire. [6707

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437 [6628

1935-6 20/25 and 1936-7 25/30 sports saloon required in undoubted condition; reasonable price paid for the right cars.—Basingstoke Motor Co., Ltd., Basingstoke. [C1013

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0587/R

### Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars; servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7232 (8 lines). [0635/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

CENTRAL GARAGE, Croydon specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [81042/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [83080/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

### ROVER 10

CAMDEN MOTORS.—Rover 10hp saloon, 1936, 4-door model with sun roof and very good quality leather interior, runs well; £165.

CAMDEN MOTORS.—Rover 10hp saloon, 1940, quite one of the best pre-war tens on the road, identical to 1947 series and runs like one too, new set of Michelin tyres; £445.

CAMDEN MOTORS.—Rover 10hp saloon (February, 1947) with a much lower mileage than average, a one owner car, very quiet engine, gives refined and lively performance, opportunity; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

ROVER 1938 10hp, excellent mechanical and body condition, four new tyres, heater, fog and spot lights, discs, black with blue leather; fast, economical, comfortable; £345 or near.—Box 4561. [6679

225 gns.—Rover 10 1938 de luxe saloon, black, brown leather, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

### ROVER 12

DICKS

1946 Rover 12 saloon, works maintained; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 12, perfect condition; choice of two, £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

CAMDEN MOTORS.—Rover 12hp sports saloon, 1937, attractive 4-light model with original dark blue paint, good performance; £295.

CAMDEN MOTORS.—Rover 12hp saloon, 1939, stylish post-war body lines, finished maroon, excellent leather interior; £395.

CAMDEN MOTORS.—Rover 12hp saloon, 1946, attractively finished pastel grey, fitted windtones, passlights and seat covers; £565.

CAMDEN MOTORS.—Rover 12hp saloon, 1947, 4-light sports saloon with sun roof and interior heater, Rover green, recent overhaul; £595.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROVER 12

**1940** model 12hp saloon, black, maroon hide, excellent car; £395.—Robbins, East Putney, Tel. 4581. [6275

**1947** Rover 12hp saloon, one owner, radio, heater, complete mechanical overhaul, in true Rover condition.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519. [C1059

**1938** Rover 12 sports saloon, one owner, mechanically 100%, new tyres and battery, coachwork only fair; £195, repeat £195!!—Jones Garage, Syston, Leics. Syston 86257. [6741

**365** gns.—Rover 12 1938 de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [C4018

## ROVER 14

DICKS

**1938** Rover 14 saloon, recent £70 overhaul, quality car; £350.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1936** Rover 14, recent complete overhaul; £250.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

**1938** Rover 14 saloon, in excellent condition; £265.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1026

**1937** Rover 14 sportsman's saloon; guaranteed; £235; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

CAMDEN MOTORS.—Rover 14hp saloon, 1935, a good example of this fine quality car, much above average condition; £245.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1937, similar body style to 1947 series, smart, fast and delightful to drive; £295.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, original maker's finish, the whole car remarkably well maintained; £375.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, late registration and a one owner car since new, 24,900 miles, spotless condition; £645.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

TANKARD & SMITH, Ltd., offer 1935 Rover 14 saloon, finished in grey, recently respraved, an excellent runner; £150.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

CASS'S MOTOR MART.—1947 Rover 14 sports saloon, black, red covers, H.M.V. radio, heater, superb order throughout, £625; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

**1939** Rover 14 grey saloon, spotlight, windtones, Ace discs, brand new Goodyears, whole car excellent order throughout, examination welcomed; £385.—Kennedy, 27, High St., Bromley, Kent. [6695

**£325**.—1938 Rover 14 saloon one owner since new, very well maintained, coachwork and interior unmarked; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

**1937** 14hp sports saloon, black and green interior, Ace disc wheels, very good tyres, the interior and exterior of this car are positively unmarked and is mechanically perfect, looks like post-war model; £275.—Tel. Mitcham 4812. [C3056

LATE 1946 Rover 14 saloon, recently overhauled at Rovers at cost of £150/18, since resprayed metallic grey, making in all over £200 in last twelve months; car now in perfect condition; £650, no offers; owner bought larger car.—'Phone Uplands 8688. [6547

**295** gns.—Rover 14 1937 de luxe 4-door saloon, black, sliding head, brown leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

## ROVER 16

**1939** Rover 16 sportsman's saloon; guaranteed; £350; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

CAMDEN MOTORS.—Rover 16hp sports saloon, 1938, in the hands of one wealthy fastidious owner since new, history of all overhauls available, exceptional order, recommended; £395.

CAMDEN MOTORS.—Rover 16hp saloon, 1949, navy blue, in quite immaculate condition, Smiths heater, windtones and seat covers; £675.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

## ROVER 60 & 75

NEWNHAMS, Ltd.

**1951** Rover P4 saloon, beige with red leather, genuine mileage 5,574; £1,195.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

R. F. FUGGLE, Ltd.

**P4**, guaranteed mileage 4,795, specially finished, all accessories fitted; £1,400.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C9017

CHARLES FOLLETT, Ltd., offer:—

**4200** miles only.—1951 Rover P.4 saloon, black, built-in radio, heater, car as new in every respect, guaranteed; £1,275.

**18**, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

## ROVER 60 & 75

**1951** Rover P.4 saloon, under 6,000 miles; £1,095.—Ernest Sutton. Tel. Rogate 4. [C4023

**1951** Rover P4, black, red leather, one owner, outstanding condition; £1,095.—Odeon Motors, Ltd., Barnet 4100. [C3028

**1948** Rover 60, black saloon, heater, one owner; £595.—Bradford, Clifford Chambers Lodge, Stratford-on-Avon. [6672

**£995**!!!—Rover 75 saloon, 1950, P.4 model in pastel green, very latest type H.M.V. radio, heater, screenwash, etc.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 7 p.m.; write for catalogue. [C1055

**1949** Rover 75 saloon, colour black, grey leather, excellent condition throughout; £750. See also our advt. on page 35.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow, Potter St. 121. [C3058

**1952** (September) P4, black, grey leather, 2,500 miles, radio, heater, spots; £1,400.—Hanrahan, 255, Chester Rd., Macclesfield. Tel. 3410. [6681

**1950** (Oct.) Rover 75 P.4 saloon, nearly £500 below list.—Green & Zonis, Ltd., 246/252 & 252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [C2028

**1951** Rover P4, specially prepared Concours d'Elegance car, fitted with Weathershields sliding roof with Perspex top, finished in attractive grey/blue cellulose; this car cost over £1,800 and is offered at the very reasonable price of £1,450; complete with many attractive extras.—C. G. H. Dunham, 46, Castle St., Luton 2100. [C1079

## ROVER 20

GARAGE SERVICE Co., Ltd.—1938 Rover 20 sports saloon de luxe, metallic grey, brown leather upholstery, sliding roof, spacious luggage compartment, concealed tool trays, special bucket-type front seating, interior heater, twin horns, spotlight, built-in reversing lights, bumper overriders, Ace wheel discs, excellent mechanical condition having passed through our own workshops; 350gns or offer.—1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

## LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

THE Land-Rover Specialists, Harvey Hudson, Ltd., offer:—

**1952** Land-Rover, 15,500 miles; £495.

**1950** Land-Rover, 15,000 miles; £425.

HIGH Rd., South Woodford, London, E.18. Tel. Wanstead 0056. [C2059

**1950** Land-Rover, special detachable coachbuilt top, 8,000 miles, spare unused; £465, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

**475** gns.—Land-Rover, 1951, dark green, hood, perspex side screens, spare wheel, one private owner, 14,600 miles, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LAND-ROVER, all-purpose model, first registered 8.7.49, mileage 26,410; condition excellent, tyres good, two almost new; £595.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6825

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ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

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R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701/R

ORDER your new Rover from Albert Parnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

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CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971/R

### Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ROVER P3 or P4 wtd. privately.—685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [6172

REQUIRED immediately, good Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 114. [W2000

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KENT.—Good Rover urgently required.—Details please to H. F. Edwards, 19, Seabrook Rd., Hythe. Tel. Hythe 67311. [6764

REQUIRED immediately, Rover saloon, not later than 1950; details.—C. Goodger, c/o Electro Motion, Ltd., 61, King St., Leicester. Tel. Leicester Granby 453/4. [6365

### Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

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CAR MART, Ltd.

**1951** Singer 4AB Roadster, 15,000 miles; £550.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

**1950** S.M.1500 saloon, green with beige upholstery; £445.

**836**—842, High Rd., N.12. Hillside 0024. [C2027

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

**1948** Singer 10 de luxe 4-door saloon, excellent condition; small mileage; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [C4009

**1951** (August) Singer S.M. 1500 de luxe saloon, fitted radio and heater, one owner; £645.

RIPCO, Ltd. (Singers Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

SINGER 1951 9hp Roadster, 8,000 miles, as new, well serviced and driven; £650.—Rose, Box Cottage, Walberton, Arundel. [6616

**1950** SM1500 saloon, black, delightful car, written guarantee; £515.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

**1951** 4A.B. 9hp roadster, blue, mileage 8,100, immaculate; £555.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

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**1949** Singer 1500 model saloon, colour beige, mileage 12,000, Regent loose covers, immaculate condition throughout; £535.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [C5011

**495** gns.—Singer 9 (November, 1951) (1952 series) 4AB sports Roadster, pastel green, fawn upholstery, 1.f.u., one careful owner, small mileage, good tyres, original spare unused, almost new condition; choice of 3 AB Roadsters; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Singer Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986/R

XXX Cash immediately for good Singer.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

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RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON) Ltd. the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0905/R

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124—126, Haydons Rd., S.W.19. Liberty 7677-8. Wellesley Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

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£295—1938 S29 F.N.-B.M.W. 2-4-seater drop head coupe, in excellent condition.

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£265—1938 M.G. T.A. 2-seater, new hood and tonneau

£225—1938 Fiat 500 cabriolet, excellent condition.

£195—1936 M.G. Magnette Airline coupe, very clean car.

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COMPARE all the different models, over 100 cars, plainly marked with year and price.

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ARMSTRONG Hurricane 16hp coupe, 1948, £445; Allard J.2, 1951, Ardun heads, new unit, £795.

ALVIS Speed 25 (Charlesworth saloon, 1937, £265; Alvis Speed 20 drop head foursome, 1935; £195.

ALVIS Crested Eagle 20hp sports saloon, 1936, £175; Alvis 12/50 Beetleback 2-seater, 1928, £175.

A.C. 16/65 drop head 2-seater with dickey, 1935; £125; Alvis Speed 20 V.D.P. tourer, 1934, £185.

BENTLEY 3-litre Barker tourer, 1927, £255; Bentley 6½-litre V.D.P. tourer, 1928, £145.

B.S.A. Scout 10hp 4-seater, 1941, £175; B.S.A. Scout 10hp 2-seater, 1937, £145.

DAIMLER 15 light Mulliner saloon, 1936, £195; Delage D.8 drop head coupe, 1935, £145.

FORD V.8 22hp de luxe saloon, specimen, 1937, £225; Fiat 500 cabriolet, 1938, £195.

FRAZER NASH-B.M.W. Type 45 cabriolet, 1938, £195; Hotchkiss Paris-Nice coupe, 1937, £275.

JAGUAR 3½-litre sports saloon, 1938, £245; Lagonda 4½-litre Ulster Le Mans winner, 1934, £395.

LAGONDA 3-litre V.D.P. tourer, 1931, £145; Lagonda 3-litre sports saloon, 1931, £145.

LAGONDA 4½-litre V.D.P. tourer, 1934, £295; Lagonda 16/80 V.D.P. tourer, 1933, £145.

LAGONDA 4½-litre Rapide tourer, 1935, £295; Lagonda Rapier 10hp tourer, 1936, £265.

MORGAN 4/4 supercharged 2-seater, 1937, £295; Morris 8 2-seater, 1936, £195.

M.G.—See large selection under M.G. column; try us for spares and repairs.

RILEY 15/6 Adelphi saloon, 1936, £195; Rover 16 sports saloon, 1938, £245.

ROLLS-ROYCE Ph. II owner-driver saloon, 1930, £245; Rolls Ph. I limousine, 1927, £245.

RAILTON Straight 8 saloon, 1936, £175; Standard 12 d/h coupe, 1938, £245.

SINGER 9 Aerodynamic 2-seater, 1935, £135; Talbot 105 V.D.P. tourer, 1936, £245.

WOLSELEY Hornet 14hp 2-seater, 1936, £125; Wolseley Hornet 12hp 4-seater, 1952, £95.

PERFORMANCE CARS. [C3041

B. & G. MOTORS offer:—

£165—Lagonda 2-litre 12.8hp open speed model V.D.P. 4-seater, immaculate cellulose, just had £30 spent on engine, good all-weather equipment, a very fine example of one of the most popular thoroughbred sports cars. P.100 head lamps, cycle-type wings and all the gubbins.

£139—Riley 9 Gamecock sports 2-seater in British racing green, immaculate car, very sporting appearance and bags of urge.

£139—Riley 9 Gamecock sports 2-seater, similar above but finished in cream, an absolute eyeful and the popsy's delight, quick filler-cap, etc., specially fitted with single carb. manifold for economy but still cruises at well over 50 mph.

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£105—Wolseley Hornet 12hp open sports 4-seater, pale blue, twin carbs., 4 speeds and all the gubbins, fast little car.

£69—Riley 9 open sports 4-seater, good hood and equipment, goes like a bomb and holds the road like a leech.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

£285—Alfa-Romeo 2/3-seater, newly cellulosed in black with chromium, twin camshaft engine unblown, completely rebuilt 1950, reregistered, £10 tax, good quantity of useful spares also available; this car has been taken in exchange and is probably worth considerably in excess of asking price; we will deliver anywhere in the British Isles.—Holden Automotive & Marine Co. Ltd., Shipbuilders, Yarmouth, I.o.W. Tel. 384 (private exchange). [6740

## SPORTS CARS

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565 gns.—M.G. Midget, late 1950, 11hp T.D. 2-seater, red, red leather, 1 F.E., radio, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Singer 9 (November, 1951) (1952 Series) 4AB sports roadster, pastel green fawn upholstery, 1 F.S., one careful owner, small mileage good tyres, original spare unused, almost new condition; choice of three AB roadster; terms, exchanges.—Rowland Smith, below.

465 gns.—M.G. Midget, 1949 11hp T.C. 2-seater, green, green leather, one careful owner, moderate mileage, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below.

445 gns.—Triumph 1800 1947 Roadster coupe, gunmetal, blue leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Morgan 4/4 late 1949 10hp sports 2-seater, blue, black leather, good tyres, two unused spares, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Jaguar 100 1937 2½-litre super sports 2-seater, black, red leather, outside exhaust, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Frazer Nash-B.M.W., late 1936, type 45 (fitted 1½-litre engine), convertible sports coupe, black, red leather, hydraulic brakes, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

195 gns.—B.S.A. Scout late 1939 Series 6 10hp sports 2-seater, green, cream wheels, green leather, very good condition; choice of 4 Scouts; terms, exchanges.—Rowland Smith, below.

175 gns.—Austin 7 1936 Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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ALFA-ROMEO 6c/2500 post-war type Superleggera, streamlined d/h coupe, as new; reg. 1948.

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ALVIS Speed 25, Feb., 1940, special, beautiful streamlined 2/4-seater, Alfa red.

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ROLLS-ROYCE 25hp 1932-3 series Whittingham & Mitchell 4-door sports saloon, tan leather, immaculate.

ROVER 12, registered April, 1948, sports tourer, as new.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1952 Ferrari saloon.—See under "Ferrari." [C1050

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## SPORTS CARS

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ALVIS Speed 25 sports saloon, 1937, £295; Alvis Crested Eagle 20hp saloon, 1936; £175.

ALVIS Speed 20 d/h foursome, 1933, £195; Alvis Speed 20 V.D.P. tourer, 1934; £185.

AUSTIN 16 de luxe saloon, 1939, £195; Austin 8 4-seater tourer, 1946, £175.

LAGONDA L.G.45 sports saloon, 1937, £385; Lagonda 4½-litre V.D.P. tourer, 1934, £325.

LAGONDA 3-litre sports saloon, 1931, £145; Lagonda 3-litre V.D.P. tourer, 1931; £145.

M.G.—See large selection under M.G. column; try us for spares and repairs.

ROVER 14hp sports saloon, 1936, £125; Railton Straight 8 saloon, 1936; £175.

STANDARD 12 de luxe saloon, 1937, £155; Singer Le Mans 9hp 4-seater 1932; £95. [C3041/2

WEST LONDON MOTOR MART offer a large selection of vehicles all at low prices.

AUSTIN utility, £35; Austin taxi, £25; Armstrong 20, £45; Commer 10 van, £45; Citroen 12, £75; Delage D.8, £75; Daimler 15, £125; Ford 8, £95; Hillman 10, £85; Jeep utility, £95; Lanchester 10, £75; Morris 8, £75; Morris 12, £85; Pontiac utility, £75; Railton saloon, £55; Riley Alpine, £45; Riley 9, £35; Rover 10, £55; Standard 12, £45; Singer 9, £125; Talbot 14, £55; Vauxhall 12, £95; Wolseley 12, £95.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041/1

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RICHARDS & BROWN offer Talbot 105 Vanden Plas sports 4-seater, £175; M.G. Q-type supercharged 750 cc 2-seater, road equipped, £295; Austin Ulster 2-seater, £150; M.G. T.C., November, 1946, £375; Lagonda 16-80 Vanden Plas 2-seater, £275; M.G. T.A. 1938, black, red leather, excellent condition, £295; 1938 3-litre Sunbeam-Talbot saloon, £195; Peugeot 402 long chassis saloon, 42,000 miles, excellent, £295; Alvis 12/50 sports 2-seater, all new tyres, £89; exchanges, terms.—Ringers Rd. (off High St.) Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

### Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0967/R

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford Middlesex. (Tel. Ealing 8841.) [W3041/R

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1946 Standard 8, one owner, most carefully maintained, 30,000 miles; £295.

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1948 Standard 8 coupe, black/brown, 20,000 miles, almost unscratched, one owner; £395.—Castelnau, S.W.13. (By Hammersmith Bridge). Riverside 4444. [C1022

BLUE STAR GARAGES, Ltd., offer:—

1947 (September) Standard 8, a very nice car; £350.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

£245—Standard 8 1940 drop head coupe, in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

1948 model 4-seater tourer, grey, blue Vynide, entirely reconditioned; £345.—Robbins, East Putney. Tel. 4581. [6276

1946 Standard 8 tourer, grey, very good condition; £225.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1939 Standard 8 saloon, as new; £185; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C3039

295 gns.—Standard 8 late 1948 4-seater, grey, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Standard 8 1939 foursome drop head coupe, black, fawn leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## STANDARD 8

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, in excellent condition throughout; £315.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

ROSE & YOUNG, Ltd., offer 1947 Standard 8hp works built utility good condition, bargain; £250.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1939 Standard 8 saloon, sun roof, grey, blue leather, just recellulosed first time, very good condition throughout; £195.—South Western Garage, Ltd., New Malden. Tel. Malden 1212. [6757

STANDARD 8 tourer, first registered 19.6.46, mileage 33,630, in black, tyres and hood good; £345.—Walker & Ward, Ltd., Daimler Lanchester Distributors, Cheltenham 3814 and 3816. [6822

1948 Standard 8hp de luxe saloon, black/fawn, recon. engine, moderate mileage, whole car in exceptional condition; 3 months' guarantee; £350.—E.L.M. Motors, Ltd., 101, Brighton Rd., Surrey. Tel. Uplands 4841. [C2050

£365 !!! Magnificent 1948 Standard 8 de luxe saloon, literally and absolutely looks and runs like brand new motor car; this is no exaggeration, this vehicle is outstanding; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

TANKARD & SMITH, Ltd., offer 1947 Standard 8 drop head coupe, black with brown upholstery, fitted radio, two owners, exceptionally maintained; price £565; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

## STANDARD 9

1941 Standard 9, one owner, excellent condition; £210.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [6771

1937 Standard 9 saloon, bargain; £129.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2034

## STANDARD 10

1935 Standard 10 saloon, bargain; £95; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054

STANDARD 10hp 1938 saloon, new battery, gear box; £195.—Bond, 185A, Edgware Rd., N.W.9. [6660

1939 Standard 10hp saloon, one owner, finished black, 2,000 miles only since mechanical overhaul; £235.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

275 gns.—Standard Flying 10 late 1939 super de luxe saloon, grey, sliding head, blue leather, i.f.s., new Dunlop tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

## STANDARD 12

DICKS.

1948 Standard 12 saloon, very attractive car in grey; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

ELITE MOTORS offer:—

1946 Standard 12 4-door de luxe saloon, black/brown leather interior, faultless mechanically, now been completely recellulosed; £325.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C3005

H. BEART & Co., Ltd., offer:—

1946 Standard 12hp saloon, one owner since new, outstanding value at £365, or near offer.—109, London Rd., Kingston-on-Thames. Tel. 3346. [6509

SLOCOMBES, Ltd. Willesden 4869.

£285.—Standard 12 drop head coupe, new hood, rechromed throughout, resprayed black, new carpets, a very smart economical car, guaranteed.

A.A., R.A.C. inspection welcome; hire purchase, terms and part exchanges with pleasure.—34-52, Dudden Hill Lane, N.W.10. [C4017

1938 Standard 12, immaculate (owner's pride); £250, £350 recently spent.—Field End 7901. [6595

£195.—1939 Standard 12 de luxe saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1508. [C1009

## STANDARD 14

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1947 Standard 14hp saloon, unmarked black cellulose, interior as new, recent reconditioned engine fitted, very quiet and extremely comfortable, an ideal family car; 399gns.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

RUSSELL MOTORS offer:—

1947 Standard 14 foursome drop head coupe, one owner, exceptional condition, 2 foglights, etc.; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

## STANDARD 14

1948 Standard 14 de luxe; £475.—Wray Park Garage, Reigate 2263. [6850

1937 Standard 14, black saloon, new engine 1951, one owner, sunshine roof, in good condition.—Write only best offer, Box 4489. [6559

£125.—Genuine 1938 Standard 14 de luxe saloon, recent new engine, unrepeatable.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Standard 14 saloon, finished in grey with blue upholstery, one owner, outstanding value at £395.—Wests (Lincoln), Ltd., High St., Lincoln. Tel. 10762. [6684

## STANDARD VANGUARD

CAR MART, Ltd.

1950 (September) Standard Vanguard saloon, 19,000 miles; £555.—320, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer: —

1951 Vanguard saloon, black with red leather upholstery, heater, etc., recorded mileage 17,800; £585.

836—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, blue, 370 miles only.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Standard Vanguard saloon, one owner, taxed, fitted radio and heater; £535.—Watford Way, Hendon Central, N.W.4. Tel Hendon 8084-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 Standard Vanguard saloon, maroon, heater, perfect condition; £500.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3658 [C1008

392 miles only.—1952 Standard Vanguard saloon, cost £950; accept £745.—Ernest Sutton, Tel. Rogate 4. [C4023

NEW Vanguard; £794/16/8; delivery from stock.—Drews Woodgrange Service Stations, Romford Rd., E.7. Grs. 0288. [6601

STANDARD Vanguard saloon (1950), black with fawn cloth; £595.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1949 (September), green/brown hide, radio, heater, one owner; £485.—J. Davy, 180/182, Kensington High St., W.8. Western 9641. [C1069

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

CASS'S MOTOR MART.—1950 (September) Vanguard saloon, radio, heater, leather, unblemished, £600; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1951 Vanguard saloon (reg. Dec. 1950), good condition, black, red leather upholstery, good tyres, heater, 15,000 miles; £580.—Tel. Reigate 2089. [6452

1949 Standard Vanguard; £445.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C20

1950 (Nov.) Standard Vanguard saloon, 17,000 miles only, finished grey, red leather, fitted radio, heater, wing mirror, taxed, absolutely immaculate, trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1951 (Oct.) Standard Vanguard, blue, red leather, heater, tailored seat covers, guaranteed mileage 7,400, by one unusually careful owner, an exceptional example throughout; £625; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

## STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, S. Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

NEW Vanguard saloon, van estate car or Mayflower saloon, for immediate delivery.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

### Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973/R

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

SIMPSONS (EDGWARE)

WANT all models Standard.—Edgware 3966 or 1800. [W4014

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 5051 [W5045

### Standard Miscellaneous Cars Wanted

STARNES MOTORS (0), Chiswick, Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange.—Tel. Gla. 2480. [0431/R

### Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5943

STANDARD spares, all models from 1934 by return of post, genuine factory replacement engines, quote commission number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares, all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0559/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines, retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guarantee three months. Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

### STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion saloon, all extras, colour pale green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist). Wembley 6691/5903. [C4015

1939/40 Champion, black, lovely condition, speedo 52,000 miles; £250.—Thorpe Bay 88544. [6653

RHD late model Studebaker, colour black; £1,050.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Studebaker Commander 4-door saloon, radio, heater, small mileage, immaculate; £925.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11, Meadway 2288. [C4011

### Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 6691/5903. [W4015/R

### Studebaker Spares & Service

REPAIRS, reconditioned guaranteed gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0959

### SUNBEAM

1934 16hp Atoma, completely stripped and rebuilt and re-registered 1946; bargain, £325.—Queen's Park Garage, Ltd., Hampton Court Rd., Harborne, Birmingham, 17. Harborne 1055. [6852

### Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0315/R

### SUNBEAM-TALBOT

R. F. FUGGLE, Ltd.

1949 Sunbeam-Talbot 90, one owner, genuine mileage 16,000, black, £625.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, bronze, red leather, heater, 12,000 miles.

1951 Sunbeam-Talbot 90 drop head coupe, blue, fawn leather, heater, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4024

GUY SALMON AUTOMOBILES, offer:—

1952 Sunbeam-Talbot 90 coupe, radio and heater, 5,000 miles; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:

1947 Sunbeam-Talbot 2-litre saloon de luxe, black with maroon leather, one owner and in first-class condition; £465.

9, Albermarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1951 Sunbeam-Talbot 90 saloon, very low mileage.—Autowork, Ltd., Winchester. Tel. 4854. [C1010

SUNBEAM-TALBOT 90 1949, green, good condition; £525.—69, Wensleydale Ave., Ilford. Tel. Wanstead 2546. [6649

1949 Sunbeam-Talbot 80 saloon, 16,000 miles, one owner; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C1057

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

**1950** Sunbeam-Talbot 90 saloon, heater, chrome wheel trims, etc., really exceptional car; £600.—Webb, Wanstead 1946. [C4046

**1949** Sunbeam-Talbot 90, radio, heater; £635.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

**1946** Sunbeam-Talbot 10 drop head foursome, a rare car in immaculate order throughout; £365; terms, exchanges.

C.N.K. MOTORS, 553, Finchley Rd., N.W.3. Hampstead 5712. [C1052

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1951, latest type with big engine, over £75 worth of extras, radio, heater, etc.; £725.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp saloon 1947, metallic blue with blue leather, late registration with 1948 features, late property of very fastidious owner; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, late registration car in very attractive silver grey with grey leather, fitted heater, passlights, outstanding opportunity; £445.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1946, fitted works reconditioned engine less than three months ago, radio, £395.

CAMDEN MOTORS.—Sunbeam-Talbot 14hp sports saloon, 1940, prototype of post-war model, remarkable performance and most attractive; £345.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, neat and tidy order throughout, engine recently overhauled, good tyres; £295.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938/9, pastel green with fawn leather, lively and economical performance; £245.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 7 p.m. Write for catalogue. [C1035

**1949** Sunbeam-Talbot 90 saloon, grey with grey leather, fitted heater, one owner, excellent condition; £635.—Robbins, East Putney. Tel. 4581. [6278

**£365** !!! 1939/40 Sunbeam-Talbot 4-litre sports saloon, carefully used by late owner, and we consider in specimen condition throughout, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

SUNBEAM-TALBOT 1939 4-litre sports saloon, maintained in superb condition by careful owner; 395gns.—Wes. 0628, or write Owner, 30, Gloucester Rd., S.W.7. [6844

SUNBEAM-TALBOT, 3-litre engine overhauled by Rootes, respayed by Hoopers; £375; would exchange for a 2-litre sports car.—Tel. May. 4530, 9-6 p.m. [6586

**1950** Sunbeam-Talbot 80 saloon, satin bronze, red upholstery, H.M.V. radio, whole condition as new, posting abroad necessitates sale end January of this economical and beautifully kept car, seen London Jan 14-26; £700.—Primrose 0514. [6722

**1939** Sunbeam-Talbot 4-litre sports saloon, in really specimen condition recently fitted reconditioned engine, all new tyres, black/beige leather; £395.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

ROSE & YOUNG, Ltd., offer 1952 Sunbeam-Talbot 90 saloon, low mileage, fitted H.M.V. radio, heater, chrome rims, screen washers, etc., immaculate car, metallic silver; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

### Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 5353).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0990/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121. [W3044/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 26381 [0462/R

### Sunbeam-Talbot Spares and Service

BARKING.—For full stocks of spares and genuine service for Sunbeam-Talbot owners come to Albon's Garage Ltd., 105-7, Longbridge Rd., Barking. Tel. Eppleway 1285. [0517/R

## TALBOT

MAYFAIR GARAGES, Ltd.—1936 10hp de luxe sliding head saloon, grey, blue leather, almost new tyres, spotlight, smart car, excellent road performance, 3 months' guarantee; £165.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12. [C3009

### Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

### Talbot Spares and Service

DISMANTLING 3 Talbots, 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480.

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0152. [0864/R

## TRIUMPH

CAR MART, Ltd.

**1952** Triumph Mayflower, heater, 2,000 miles; £685.

**1952** Triumph Mayflower saloon, heater, 2,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

NEWNHAMS, Ltd.

**1950** Triumph Renown saloon, maroon, under 6,000 miles; £850.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

JACK ROSE, Ltd., offer:—

**2000** miles only!—November, 1951, Triumph Renown saloon, absolutely unmarked and as brand new, in grey metallic green; accept £915.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [C3056

B. J. HUNTER, Ltd., offer:—

**1949** Triumph 2000 Roadster, engineer owned; £595.—Below.

**1947** Triumph 1800 saloon, famous razor-edge body, most attractive car; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

RUSSELL MOTORS offer:—

**1948** Triumph 1800 Roadster, fitted Radiomobile, heater, 2 fog lamps, small mileage; £535; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

H. BEART & Co., Ltd., offer:—

**1949** Triumph 2000 Roadster, finished in grey with grey upholstery, H.M.V. radio, the property of one owner, very low mileage and in superb condition throughout; £675 or near offer.—102, London Rd., Kingston-on-Thames. Tel. 5348. [6510

GUY SALMON AUTOMOBILES offer:—

**1949** Triumph Roadster coupe, radio and heater, 17,000 miles, in genuinely faultless condition throughout; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3 [C4001

**1951** Triumph Renown saloon, 10,000 miles, maroon, one owner, radio, heater; £875.

RIPCO, Ltd. (Triumphs Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

**1937-8** Triumph Dolomite saloon, sound mechanical condition, recellulosed, bargain; £185.

XL SERVICE STATION Kingston Vale, S.W.15. Kin 8333. [C4060

**1950** Triumph Mayflower, superb order; £615.—Smith & Hunter, Ltd., 276, Kensington High St., W.14. Western 2312. [C4019

**£325**.—Triumph Dolomite 14hp 1939 drop head coupe, exceptionally good car throughout, beautifully kept; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, H.P. [C1017

NEW Mayflower, immediate delivery; terms and exchanges.—G. S. Hall, 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

TRIUMPH Renown 1951, black saloon, fitted heater, loose covers, maintained in perfect condition; £875 o.n.o.—Arnold 4321, extn. 351. [6570

GUY ALFREDS & Co., Ltd.—1951 (October) Triumph Renown, 10,000 miles, heater, as new; £785.—6-7, Warren St., W.1. Euston 3268. [C1005

TRIUMPH Mayflower 1952, finished in Comet blue, indistinguishable from brand new; £595; terms.—12, Church St., Luton. Tel. 4212. [6775

**1949** Triumph saloon 2000; £575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

**1949** 18hp razor edged saloon, black, with fawn leather, beautifully maintained, one owner; £625.—Robbins, East Putney. Tel. 4581. [6277

**1949** (June) Triumph Renown, black, 20,000 miles, one owner, very good condition, low mileage; £625.—The Bucks Motor Co., Ltd., Aylesbury 164. [6746

**1946** Triumph Roadster, black, red leather, engine reconditioned; £395.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

**1952** Triumph Mayflower, 438 miles, heater, leather upholstery, loose covers, as new; £695.—Mrs. Robinson, Hybers Ghyll, Ercall Lane, Wellington, Salop. [6739

**1949** (June) Triumph Roadster 2,000, black red leather, genuine 12,000, owner driver, maintained excellent condition, many extras; £775.—Box 4502. [6579

## TRIUMPH

**1951** Triumph Renown saloon, 9,000 miles, many extras, as new, spare unused; £875.—Woffenden, Cabot House, Clifton Down Rd., Bristol. Tel. Bristol 37909. [6706

**645** gns.—Triumph Renown, 1950 saloon, maroon, fawn leather, radio, heater, one owner, moderate mileage, exceptional condition; terms; exchanges.—Rowland Smith, below.

**595** gns.—Triumph Mayflower, 1952 saloon, gunmetal, red upholstery, one very careful owner, 8,300 miles, good tyres, original spare unused, nearly new condition; terms; exchanges.—Rowland Smith, below.

**445** gns.—Triumph 1800, 1947 Roadster coupe, gunmetal, blue leather, good tyres, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1950** Triumph Renown, grey, 26,000 miles, immaculate condition; would exchange 2000 Roadster and cash adjustment or sell.—Martin, Kibworth [illegible] (near Leicester). [C1068

**1948** (December) Triumph Razor-edge saloon, immaculate condition, guaranteed; £575; exchanges and terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890. [C3034

NAYLOR & ROOT.—1950 Triumph Renown saloon, maroon, beige hide, heater (reg. Oct., '50), low mileage; £745; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

**1949** (April) Triumph Roadster 2000, grey with grey leather, 20,000 miles, almost as new; £595.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6425

**1949** (September) Triumph 2000 Renown saloon, fitted heater, radio, and taxed, in excellent condition; bargain; £595.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

ARCHIE SIMONS & Co., Ltd.—1949 Triumph 2000 razor-edge saloon, metallic grey, one owner, fitted heater, nominal mileage, showroom condition; £595.—94, Gt. Portland St., W.1. Lan. 1343. [C4018

**OOO** 1949 Triumph 2000 saloon very attractive, unscratched condition, fully guaranteed; £580.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

TRIUMPH Razor-edge saloon, Aug., 1948, black, fawn upholstery, fitted heater, spot, total mileage 33,000, new engine at 28,000, immaculate; private sale, £500.—29, Victoria St., West Bromwich, Staffs. Wes. 1382. [6651

GARAGE SERVICE Co., Ltd.—1950 (March) Triumph Renown, black with beige upholstery, heater, low mileage and as new; £645.—1081, Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 6692. [C2019

**1948** model 14hp Roadster, black, seat covers, Rimbellishers, in exceptionally nice condition; £575; or will exchange post-war Ford V.8 drop head.—"Little Coppice," Ayloffs Walk, Hornchurch. Tel. Hornchurch 2857. [C3065

ROSE & YOUNG, Ltd., offer: 1949 Triumph 2000 Roadster coupe, fitted twin carburettors, latest-type H.M.V. radio, beautiful condition, bronze; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

**1947-8** Triumph 1800 Razor-edge saloon, finished in the unblemished black with fawn hide interior and carpets to match, fitted with heater and demister, also twin chrome passlamps, this is a small mileage car and is equal to new in every detail, a genuine bargain; £450; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

### Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320 Euston Rd., N.W.1. Euston 1212. [0974/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992/R

**XXX** Cash immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May 3051. [W2043

### Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7735 [0145/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0498

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

## UTILITY CARS

BRAND-NEW Standard estate car for immediate delivery at maker's list price.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C2018

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

DICKS.

**1939** Bedford 10hp utility, all metal Martin Walter body, attractive; £295

**1940** (reg.) Austin 8 utility, well built body, very economical; £195.

**1933** Morris 8hp utility, very attractive; £99.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CAR MART, Ltd.

**1953** Austin A70 Countryman; £1,095.

**1951** Austin A70 Stanhope Country car, heater, 10,000 miles; £695.

**1951** Austin A40 Countryman, heater, 9,000 miles; £625.—320, Euston Rd., N.W.1. Euston 1212. [C1039

JACK STONE & SON offer:—

**1948** (first registered) Standard 12hp 5-seater; 1940 Hillman 10 metal body utility; many others; easiest of easiest terms; write for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

**1948** Hillman estate car, excellent condition.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

**£545**!!!—1951 Vanguard utility, only one owner, tiny genuine mileage, spotless condition. —Below.

**£495**!!!—1951 Ford 8 Martin Walter type utility, literally brand new, speedometer reads 5,000, proper fold-flat seats and beautifully finished vehicle. —Below.

**£465**!!!—1948 (reg.) Ford V.8 shooting brake, very modern and smart looker.—Below.

**£395**!!!—1947 (reg.) Ford V.8 30hp utility, brand new large body, capable of carrying 10 people.—Below.

**£365**!!!—1950 (reg.) Standard 14 wood body utility, in excellent condition, fold-flat seats. —Below.

**£295**!!!—Ford 10hp, fitted excellent utility wood body and seats, post-war chassis, 100% mechanically and gift price; three months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin 6221. [C2052

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

**1948** Ford 8 utility, one owner, small mileage, as new, £895; many other Fords at low prices.—Kings Motors, 1, High St., Hounslow. Tel. 3523. [C2049

NEW 1953!!! Austin A40 Countryman, immediately available; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [6803

**£325**.—Morris 10 shooting brake, 1951 reg., body natural wood finish, new tyres, excellent condition.—Crossbush Stores, Arundel. Tel. Arundel 3265. [6617

ESTATE car, 1950, 23,000 miles, original condition, unmarked; £585; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

**1949** Jowett Bradford utility de luxe, first-class condition all round and carefully used since new; £275.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [C2029

**495**gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, heater, good tyres, very good condition; terms, exchanges. —Rowland Smith, below.

**295**gns.—Fordson, late 1947, 8hp Martin Walter Utilecon estate car, grey fold-flush rear entrance, good tyres, spare unused, excellent condition; terms, exchanges.—Rowland Smith, below.

**295**gns.—Ford Prefect, 1939, 4-door 6-seater utility, natural timber body, sliding glass windows, drop tailboard, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

**225**gns.—Jeep (Ford), registered August 1948, coach-built utility, maroon, bench seat, drop tailboard, spare wheel, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LEA-FRANCIS estate 4-door natural timber body, leather upholstery, drop tailboard, purchased new May '49 at list price £1,665, small mileage, and could be described as new in every respect; bargain price £635; terms, any trial or examination.—12, Church St., Luton 4212. [6779

HUMBER shooting brake with natural timber 4-door A body and drop tailboard, 3 rows of real leather seating, recently fitted with works 21hp engine, first registered Dec. 24, 1946, whole vehicle in superb condition and must be seen to be appreciated; bargain at £500; terms.—12, Church St., Luton 4212. [6781

HUMBER, 1947 registered utility, large body, 4-wheel drive, cushion tyres, ideal for caravanning, £90; Wolseley 25 shooting brake in nice condition, unused since 1949, splendid cellulose and chrome, £160; Hudson 6 station wagon, coachbuilt body, twin spares, towing bar, £125; Chevrolet 1946 station wagon, 9-seater, selected maple body specially built for famous U.S.A. diplomat, exceptional offer at £425; part exchanges and h.p. terms arranged.—Elibank Motors, Elibank Rd., Eltham Park, Eltham 6240 [6815

### Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

**12**HP/10hp station waggon; about £250.—Norris (Overton) Ltd., London Road Garage, Overton, Hants. Tel. 251. [6670

VANGUARD estate car, under 10,000 miles urgently required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WHY accept less for your utility when you get its full market value subject to inspection, from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 1234. [W2008

## VAUXHALL 10

**325**gns.—Vauxhall 10 1947 saloon, black, sliding head, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

## VAUXHALL 12

GARAGE SERVICE Co., Ltd.

**1948** series Vauxhall 12 sliding roof saloon de luxe, black, brown cord upholstery; £375.

**1081** Finchley Rd. (Temple Fortune), Golders Green, N.W.11. Speedwell 8692. [C2019

C.M.I CAR SALES (Pri. 6623) offer:—

**1946** Vauxhall 12 4-door saloon, engine overhauled; £585.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

**£225**.—1939 Vauxhall 12, black, excellent condition throughout.—Tel. Eit. 8688. [6712

**1939** Vauxhall 12, maintained regardless of expense, well shod, new battery, negligible oil consumption; £325.—Box 4555. [6609

**£365**!!! 1947 Vauxhall 12 de luxe saloon, in magnificent condition throughout, lately owned by large concern who spared no expense and kept this vehicle in 100% condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

## VAUXHALL 14

DICKS

**1940** Vauxhall 14 saloon, most attractive condition; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY the hire-purchase specialists.

**1936** Vauxhall D.X. 14hp drop head foursome coupe, exceptional condition for its age, original cellulose, excellent tyres, new hood and battery, sound mechanically; 149gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SELBORNE (MAYFAIR), Ltd., offer:—

**1947** Vauxhall 14 saloon, in excellent order; £595.

**82** Park St., W.1. Mayfair 4755/5. [3519

**1948** J type Vauxhall 14 black, sun roof, brown leather, radio heater, bargain; £375.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3157. [C1075

**1946** Vauxhall 14 saloon, excellent condition throughout; £395.—John Trigg, Ltd., Esher 1234. [C4033

VAUXHALL 14, 1938, good mechanical condition, good tyres, £170.—Salcott Motors, 1a, Salcott Rd., S.W.11. Battersea 1187. [C4000

**1947** Vauxhall 14 saloon, blue, heater, excellent condition; £395; exchanges.—The Bucks Motor Co., Ltd., Aylesbury 164. [6749

**1948** Vauxhall 14 J saloon, black; £475.—C. A. Peto, Ltd., 42, North Audley St., London, W.1. Mayfair 3051. [C3045

**1948** (June) Vauxhall "J" type, 6-light saloon with sun roof, black, brown leather upholstery, heater and demister; £425.

W. J. BROWN, Ltd., established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025

VAUXHALL 1948 model J 14hp saloon de luxe, black and brown, fine condition, extras; bargain price £385; terms.—12, Church St., Luton 4212. [6777

**£165**!!! Vauxhall 14, 2-door sports saloon, full 4/5-seater, excellently maintained and bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

**£110**.—Vauxhall 14 saloon, 1937 model, good runner, original finish, wants some attention; consider £60 down, £5 monthly.—7, Radcliffe Rd., Croydon 1503. [C2041

**£365**.—Vauxhall 14 J type de luxe saloon, black, brown hide, registered October, 1947, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**£295**.—1950 Vauxhall 14 J type, original paintwork equal to post-war model, maintained by makers; terms; exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

VAUXHALL 14hp J type saloon, Oct. 1947, mechanically good, all tyres replaced, brakes relined, completely recellulosed, new battery; £455.—Gordon Woodeson, 46a, Drewstead Rd., S.W.16. Tel. Streatham 8658. [C4059

## VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd., offer:—

**1950** Vauxhall Wyvern saloon, most economical, low mileage; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

**1951** Vauxhall Velox, excellent condition; £595.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

**1950** Velox, grey with red leather, heater, one careful owner, excellent condition; for quick sale £530.—Box 4556. [6622

## VAUXHALL WYVERN & VELOX

**62** miles.—1952 (November) Vauxhall Velox saloon, heater, B.M.T.A. consent.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1048

**1949** Velox, one owner, several extras, 4 new tyres, spare unused; £445.—G. E. Harper, London Rd., Stevenage, Herts. Tel. 700. [6734

**1952** model Vauxhall Velox, E type, blue metallic chrome finish, fitted heater, one owner, 10,000 miles, immaculate car; £775.—Below.

**1949** Vauxhall Velox, colour grey with fitted radio, heater and loose covers, condition very much above average, one owner; £495.

FERNSIDE MOTORS, Ltd., Mitcham Rd., Croydon. Tel. Thornton Heath 1448/9. [6541

**1949** Vauxhall Velox, radio, immaculate; £470; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

**1952** Vauxhall Velox saloon, black, grey and maroon upholstery, heater and demister, square engine, 8,000 miles, completely as new; £850.

W. J. BROWN, Ltd., established over 30 years.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025

**1952** model Vauxhall Velox, 14,000 miles, immaculate; £750; terms.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [6821

**1951** Vauxhall Velox, radio, heater, one owner, immaculate; £625.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [6812

**1951** (Sept.) Wyvern, new styling, fitted heater, etc., 7,000 miles.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3508. [C1027

WYVERN, 1948, black, very clean, choice of several; Velox, 1949, finished grey.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [4823

**1952** Wyvern saloon, latest type square engine, metallic blue, blue interior, guaranteed 5,000 miles, as new; balance of covenant to sign; £848.—Robbins, East Putney. Tel. 4581. [6804

**£545**!!—1951 (July) Wyvern, one private owner, just decarbonised first time, dark green and leather, absolutely unmarked specimen.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

**1949** Vauxhall Velox, black with brown leather, no mileage since complete overhaul costing £210, heater and radio, excellent appearance; only £515 cash or terms.—Broadway Motor Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5754

UNUSED!!! Vauxhall Wyvern delivered 1951, available through special circumstances; this exceptional car offered considerably below list price; sacrifice 649gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Road, N.W.3. Hampstead 0087-9. [6803

**495**gns.—Vauxhall Velox, late 1949, saloon, blue, fawn leather, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**1950** Vauxhall Wyvern saloon in grey with brown hide interior, a very smart car which has been carefully used, small mileage, £525, would exchange, cash adjustment either way.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. [C4027

PRIDE & CLARKE, Ltd.—1949 Vauxhall Wyvern saloon, green/green upholstery, low mileage, heater, radio, £499; also 1951 Velox, low mileage, heater, radio, one owner, £569, three months' guarantee; terms exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [6659

### Vauxhall Wyvern & Velox Cars Wanted

WANTED, 1949 Wyvern, buyer North London, state mileage, condition, colour, price.—Box 4534. [6608

**1952** Wyvern or Velox wanted privately.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [6754

## VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4528. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

**1951** Vauxhall Velox, grey, 7,000 miles, heater fitted, body in showroom condition, one owner.

**1947** Vauxhall 12, black, Tygan covers, mechanically sound throughout.

**1939** Vauxhall 10, black, red leather, very good tyres and mechanically sound.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL, and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059/R

GRAHAM BROTHERS (MOTORS) Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9687), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

### Vauxhall Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Piccadilly, W.1. Grosvenor 8454. [0975/R

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4528. [0018/R

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

### Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

LATEST type Vauxhall wanted.—132, Hinton Avenue, Hounslow 7577. [W2031

XXX Cash immediately for good Vauxhall.—H. P. Edwards, 28, Upper High St., Epsom 9400. [W2001

REQUIRED immediately, good Vauxhall up to 14hp. —G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

LUTON!!!—The Home of Vauxhalls, spot cash for Vauxhall cars, especially well kept low mileage.—A. C. Palmer Motors, Ltd., Luton. Tel. 4212. [6778

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0065. [0479/R

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

### Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—BEDFORD House, 390-396, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.—BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams: Autospare, Wimble London. [0635/R

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393/R

## VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1875.—Buy and sell pre-1914. [0201/R

## VINTAGE CARS

SWIFT 9hp tourer, 1924, 4-seater, coachwork, interior immaculate, sound hood, insured June, taxed 5 good tyres, 35mpg at 35mph cruising, no oil, decoked, valves reground, tuned December 1952, new rings, jack, tools, spare gear box, half-shafts, spares obtainable, engineer's report; offers.—Nicholson, 35, Hogarth Hill, Temple Fortune, N.W.11. [6721

## VOLKSWAGEN

COLBORNE GARAGE, Ltd.,

THE Volkswagen People.—We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc., our workshops are fully equipped for all types of repairs in connection with this vehicle.—COLBORNE GARAGE, Ltd. (The Volkswagen People), Ripley, Surrey. Tel. 2361. [0575/R

### Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7960) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0655/R

### Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—8-10, North Audley St., Mayfair 5242. [S3030/R

## WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

**1950** Wolseley 6/80 saloon, grey, radio, one owner.

**1949** 6/80 saloon, black, 20,000 miles, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

NEWNHAMS, Ltd.

**1951** Wolseley 6/80 saloon, green, one owner, excellent condition; £695.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

G. S. HALL, Ltd., offer:—

**10**hp Wolseley saloon, 1947 model, black with brown leather upholstery, 19,000 miles, kept in new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

GATEHOUSE MOTORS offer:—

**1938** Wolseley 12, blue, immaculate condition; £235.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

BLUE STAR GARAGES, Ltd., offer:—

**1950** Wolseley 6/80 saloon, black, very sound and clean; £560.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

**1939** Wolseley 25 saloon, excellent; £195; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4028

## WOLSELEY

GUY SALMON AUTOMOBILES offer:—

**1951** Wolseley 6/80 saloon, 11,000 miles; £775.

**1951** Wolseley 6/80 saloon, 14,000 miles; £725.

**1949** Wolseley 6/80 saloon, 22,000 miles; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

**1936** Wolseley 12 saloon, excellent condition; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [C5005

EPSOM.—The Woodcote Motor Co., Ltd., distributors for mid-Surrey, offer:—

**1952** 6/80 saloon, green, 7,000 miles.

NEW 6/80 saloons for immediate delivery; part exchanges, deferred terms.—Epsom 1234-8. [6136

**£145**—1938 Wolseley 18 drop head coupe, good condition.—Below.

**£185**—1939 Wolseley 25 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

**1948** Wolseley 8 saloon de luxe; £395.—Wray Park Garage, Reigate 2263. [6849

**1947** Wolseley 14 saloon de luxe, black, brown leather upholstery, beautifully kept; £425.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

**1938** Wolseley 14hp saloon, one owner, finished black, excellent order throughout; £225.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2066

**1934** Wolseley Hornet, ex. condition; £115.—83, Newcombe Park, Mill Hill. Tel. 3881. [6591

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0063/R

**1939** Wolseley 10 de luxe saloon, magnificent, guaranteed, £270; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038/1

**1948** Wolseley 12 saloon, in very good order throughout; £420.—Wembley Court Motors, High Rd., Wembley. Arnold 6767-8. [C4050

**1939** Wolseley 14 saloon, excellent mechanical condition; £225.—Withams, 18, Balham Hill, S.W.12. Battersea 5260/3769. [6772

**£65**!!! Wolseley Hornet Special, overhauled engine, late 1933; terms, exchanges.—Norman Autos, 346-354, London Rd., West Croydon. Tho. 4657. [6790

**4/50** 11,000 miles, grey, one owner, just as new; £695; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051/1

**£250**!!! Wolseley 14, 1939, radio, exceptionally nice on the road; terms, exchanges.—Norman Autos, 346-354, London Rd., West Croydon. Tho. 4657. [6789

**1951** Wolseley 6/80 saloon, one owner, 16,000 miles, radio, heater, beautiful condition; £685.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [6813

**1950** (October) Wolseley 4/50 saloon, black and brown leather, small mileage, like new; £650.—Reys Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [6763

**£185**.—1937 Wolseley 14 de luxe saloon, an excellent car in original condition throughout.—Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

**245**gns.—Wolseley 14/56 1937 saloon de ville, black, sliding head, brown leather, radio, good tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

**545**gns.—Wolseley 6/80 1949 (registered October 1952) saloon, black, brown leather, heater, one owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

**£265**!!!—1938 series Wolseley 14 saloon de luxe, spotless bodywork, interior excellent, whole vehicle looks and runs like £500 motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2062

WALTER SCOTT, Ltd.—April, 1951, 6/80, Wolseley, black, 6,000 miles brand new condition; £825; terms, exchanges.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

LIMOUSINE 1947/25hp, partition, forward occasionals, low mileage, black, privately owned, black, carefully maintained, bargain £795. Alpe & Saunders. (Fifty-Limousines—Lists Posted.) Providence Court, North Audley Street, Mayfair-2941. [C1006

### Wolseley 4/50 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

### Wolseley 6/80 Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 5434. [0722/R

### Wolseley Cars Wanted

RS

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995/R

BLAKES, Wolseley distributors, will purchase any Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

### Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R

## MISCELLANEOUS CARS

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RAYMOND WAY the hire purchase specialists.

HERE are five cast-iron reasons why everybody's going KILBURN WAY:—

1. 200 used cars under £400 always available.
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3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car, 3-wheelers or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [0829/R

ROBBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 30 years. [0306/R

**1937** Ford 5cwt van, body rough, mechanically perfect, £30; Morris 10.4 1933, nice condition, £50.—Middleton, 13, Old Park Rd., Dudley, Worcs. [6614

WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041

AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath.

DETAILED advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the auctioneers. (Tel. 607.) [C0299

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RS

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996/R

IF you wish to sell your car for cash, write, 'phone or call. [C2051/1

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W3023/R

ANY good condition post-war car wanted for immediate cash.

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PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, 'phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [W3022/R

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NEW and used, large selection.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2 [M2022

**1935** Humber 24hp maroon ambulance, streamline, double stretcher, engine reconditioned; £250.—J. Allen & Sons, 52, Bridge St., Belper, Nr. Derby. Tel. Belper 90. [6727

## BREAKDOWN VEHICLES

FORD 4×4 chassis, fitted twin boom, power operated, Holmes recovery gear; £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

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S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0541/R

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AUSTIN 1939/28hp 6-bearer streamline Coachwork, certified mechanically, £745.

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ROLLS-ROYCE 1955 Phantom II 6-bearer 1952 streamline Coachwork, magnificent outfit, £1175, also Phantom III 5-door 6-bearer 1952 Coachwork, mileage 30,000, magnificent carriage, low cost.

ALPE & SAUNDERS, Funeral Trade Coachbuilders (Fifty Limousines—Ready Service). Providence Court, North Audley Street, Mayfair-2941. [W1006

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hands usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R

FOR immediate delivery at to-day's prices: Mulliner deck-type hearse on new Austin Sheerline chassis and deck-type hearse on new Austin 16hp chassis; part exchanges; full particulars and photographs gladly supplied on request.—Arthur Mulliner, Ltd., Bridge St., Northampton. Tel. 907 (5 lines). [M3019/R

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**This section closes for press at 10.0 a.m. on Fridays**

# COMMERCIAL VEHICLES

NEWNHAMS, Ltd.

**1951** Jowett Bradford van, plain finish, low mileage, almost new; £325.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

LYNE, FRANK & WAGSTAFF, Ltd., offer:—

**1938** Morris 10cwt van, reconditioned throughout, finished in any colour to choice; choice of four; £200.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

**1949** Ford 10cwt van, plain blue, recond. engine; £245.

**1947** Bedford 10/12cwt van, plain black, one owner; £210.

THE above and many other guaranteed vans available from stock.

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**1948** Bedford 8cwt van, one owner, 22,000 miles; £245.

**1948** Morris 10cwt van, one owner, excellent; £265.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [M4054

NEW Thames 5cwt and 10cwt vans available immediately.

ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594/5. [0102/R

**1947** Bradford 10cwt van, one owner, plain blue, excellent condition throughout; £185.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [M4053

**1948** Bradford 10cwt van, one owner-driver, almost as new; £225.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [M4053/1

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0284/R

**1949** Ford 8hp van, plain blue, recond. engine, splendid value at £245.—Below.

**1951** Morris 5cwt van, colour dark blue, owner-driven since new, low mileage; £295.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [M1023

PILOT hydraulic, 30cwt ram tipper, perfect condition; £25.—C. F. Kaye, Staveley, Chesterfield. [6584

**1952** A40 pick-up, 6,500 mls., fitted tilt; £395 o.n.o.—Field End 7901. [6594

**1948** Bradford, one owner, excellent condition, new tyres, unwritten; £175.—Tudor 8073/6296. [6800

GUY ALFREDS & Co., Ltd.—1950 Bedford gown van, plain black, 12,000, as new.—6-7, Warren St., W.1. Euston 3268. [M1005

ONE new Morris 5cwt van, unpainted; £575/18/9.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [M4051

**1949** Morris mode M 4-light utility, finished grey, as new throughout; £500.—Buntings Motor Exchange, Harrow. Tel. 6225-6. [6795

**900** miles.—1952 (October) Morris Cowley 10cwt van in primer; £465.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [M1028

**£130**—Morris 5cwt van, new engine, 1939 reg., good tyres, excellent condition.—Crossbuck Stores, Arundel. Tel. Arundel 3265. [6618

**1946** Fordson 5-cwt van, one owner, in exceptional condition; £195.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

**1950** Vanguard van, low mileage; £395.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [M1050

**1948** Fordson 8hp van, as new, bumpers, trafficators, extra seat, 4 windows; £250.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [M1015

**1950** Vanguard pick-up, low mileage; £345.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [M1050

**1948** Fordson 10cwt van, excellent condition, guaranteed; £255; exchanges and terms.—4, Russell Gardens Mews, Kensington. Park 9704. [C3034

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5466. [0040/R

**1951** (October 2nd) Fordson 10cwt plain van, primer, one owner, taxed December, unblemished, 1,552 miles; £452.—144, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

**£275**—1947 series Morris 10cwt large-capacity van with special body which converts to truck in 5 minutes.—Braw Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [M1024

**1952** Austin A70 pick-up fitted with canopy, radio, heater and spot lamp 15,000 miles, excellent condition; £495.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [6645

**1949** Ford 5cwt van, recond. engine, chrome bumpers, bodywork perfect, unlettered, original private owner; nearest £225, genuine offer.—66, Northcote Rd., London, S.W.11. [6574

**£117** deposit secures 1952 Jowett Bradford 10cwt delivery van; £350, mileage 1,000, lowest running costs, biggest payload of any 8hp.—Jowett Sales, 142, Golders Green Rd., N.W.11. Speedwell 0015. [C4008

RENAULT 1942 10cwt van, runs well, requires painting, £80, also Dodge 1939-40 15cwt type Luton van, jock-up body, everything working, only £90.—Elthank Motors, Elthank Rd., Eltham Park, Eltham 6240. [6817

ROYS AUTOMOBILES, Ltd.—1950 Ford 5cwt van, £250; 1950 Morris 10cwt van, £265; 1947 Austin 10 van, £195; 1948 (first reg.) Austin 10 covered truck, £125; 1939 Austin 10 utility, £225; 1946 Ford 8 van, £185; 1957 Commer 10cwt van, £100; 1937 Austin 7 van, £95; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700 and 8894. [C5059

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CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0579/R

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WORTH caravan and trailer, chassis undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Rippondon, Yorkshire. [0095/R

HOLDER-GRAISELEY caravan chassis, axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R

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ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1. 8-14, Meard St., Soho, W.1. LANGHAM 1594-5.

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KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. 2241-2. [N/4053/R

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mcr., 19. Rus. 2874-5. [0625/R

ALVIS 3-litre, a new saloon, finished in maroon is available from the distributors.—Arnold G. Wilson, Ltd., 252, Harrogate Rd., Leeds 7. Tel. 44751. [6555

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AUSTIN Hereford, immediate delivery.—Davy, London, Weston 9641. [W1069

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C. F. WOOD & SON, Ltd., Steyning, offer immediate delivery of Hereford saloon, finished black, with S.H. [6569

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STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington (001). Sales and Service. [6659

BREW BROTHERS Ltd., agents for Austin cars, sales and service.—155, Old Brompton Rd., S.W.7. Kensington 2466. [0710/R

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L. F. DOVE, Ltd., main dealers and vehicle distributors Austin. See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

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PRIDE & CLARKE, Ltd.—New Austins for immediate delivery; A70 saloon and A40 sports; favourable delivery on other models.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0733/R

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## CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. [0326/R

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REQUESTS for literature and information in respect of the latest Mark II Frazer Nash Le Mans Replica, Targa Florio and Mille Miglia models, should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [0478/R

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1953 Hillman Minx drop head coupe, delivery ex stock; black, red upholstery.—Below.

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NEW 1953 saloons; delivery ex stock.—Regal Garage, Ltd., 814, Old Kent Rd., S.E.15. New Cross 4966. [6573

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BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412

ORDERS taken for new Humber Hawk and Super Snipe, a favourite delivery.—Rolfe & Sons, Ltd., Romsey 3185/6/7. [5670

## JAGUAR

HENLYS Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2387.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER: 1—5, Peter St. (Blackfriars 7843.) [0155/R

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

## JOWETT

JOWETT Sales and Service.

CLARKE'S OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey. Tel. Brookwood 2201-2-3. [0279/R

ARNOLDS OF MANCHESTER.

DISTRIBUTORS for Jowett Javelin cars and Bradford vans; spares, sales and service.

DEMONSTRATION car available.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361. [0519/R

HAROLD RADFORD & Co., Ltd.

JAVELIN and Bradford main agents.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, Sth. Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [N3047/R

COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0581/R

JOWETT Jupiter convertible for immediate delivery.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [N4008

JOWETT main agents for Manchester.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Did. 3446, 5340. Spares in stock. [0442/R

WIMBUSH & Co., Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0158. Prompt delivery; sales, Abbey 6896. [0167/R

RED CIRCLE, Ltd.—Main agents for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KINGSTON-ON-THAMES.—Distributors for Javelin, Jupiter, Bradford vans and utilities; demonstration vehicles available.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R

TRINITY CARS, Ltd., Jowett main agents for immediate delivery of Javelins, Jupiters and Bradfords, demonstration cars available.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4043/R

EDINBURGH.—Jowett Javelin and Jupiter cars and Bradford commercial vehicles; full range of spares, quick service.—Eastern Motor Co., Ltd., Main Agents, 52, George St., Edinburgh. Tel. Central 6294. [0289/R

CARR BROS. GARAGES, Head Office, Brighton Rd., Purley, Surrey, offer greatest attraction on delivery; deferred payments; service after sales on any of the Jowett range; demonstrations anywhere without obligation; part exchanges.—Tel. Uplands 4811-2-3. [0275/R

## KAISER-FRAZER

KAISER-FRAZER sales and service, Corps Diplomatique supplied for sterling, prompt delivery; U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

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J. BLAKE & Co., Ltd.,

LAGONDA distributors.

OFFER for immediate delivery:—

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J. BLAKE & Co., Ltd., 110, Bold St., Liverpool. 'Grams Autocar, Liverpool. Tel. Royal 6622 (10 lines).

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). [N3047/R

PIPPBROOK GARAGE.—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorking 3891. [0139

## LANCHESTER

KINGSTON-ON-THAMES.—Lanchester sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N/4053/R

## LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

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J. O. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. [0043/R

LEA-FRANCIS Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend, 12. Works: 108, Alcester Rd., Moseley, 13. [0791/R

SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence Ltd., 2, City Rd., Cardiff (Tel. 20531). [0865/R

## LINCOLN

LINCOLN CARS, Ltd., Gt. West Rd., Brentford, have for immediate delivery Lincoln, Mercury and Ford cars.—Tel. Ealing 4506/8. [6210

## MORGAN

BASIL ROY, Ltd., Morgan distributors, orders now accepted, new Plus 4 2-seater chassis, immediate delivery.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-Four distributors; send s.a.e. for full specification; a new Plus-Four 2-seater chassis only for early delivery.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [N3018/R

## MORRIS

MORRIS Minor tourer, black, for immediate delivery.—Peck & Packer. March 2228. [6664

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0735/R

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [6641

WARDS, of Putney.—Morris main dealers; sales service and spares.—36, Felsham Rd., S.W.15, Putney 6060. [N4044

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [N2008

SECURE your new Morris Oxford now for early delivery; full market value for your present car subject to inspection; valuation without obligation.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [N2008

IMMEDIATE delivery Morris Minor tourer, list price £581/14/6; Morris Oxford saloon, list price £794/16/8.—David Williams, Falcon Garage, Llanelly, South Wales. [6845

## NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

## OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 350-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 9600.) Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

## PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

## PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383. [0898/R

## PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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COLBOURNE GARAGE, Ltd., Ripley, Surrey.

SOLE concessionaires for Porsche cars Great Britain, new cars available to Corps Diplomatique, U.S. Forces and overseas visitors.—Tel. Ripley 2361. Cables: Cobuhwagen London. [0572/R

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IMMEDIATE delivery one only new Renault 750 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834.

RENAULT distributors for Birmingham.—Henry Garner Ltd., Showrooms: 221, High St., Deritend, 12. Works: 120, Alcester Rd., Moseley, 13. [0003/R

METROPOLIS GARAGES, Ltd., the Renault distributors, for sales, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. Sho. 5385-6-7. [0626

## RILEY

1½-litre, delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0765/R

IMMEDIATE delivery new Riley 1½-litre saloon, colour maroon, fitted heater; list price.—Rolfe & Sons, Ltd., Romsey 3185/6/7. [5668

## ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Rolls-Royce Silver Wraith with all types of coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R

## ROLLS-ROYCE

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1/5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

JACK OLDING OF MAYFAIR, Official Rolls-Royce & Bentley Retailers, can offer new Silver Wraith cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [N3050

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

## ROVER

HENLYS, England's Leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 2287.

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0580/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. [0245/R

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [6642

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [8014

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0901/R

## SINGER

SINGER 1500, unregistered, showroom soiled, immediate delivery.—Davy, London, Western 9641. [W1069

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

AVAILABLE for immediate delivery, new unlicensed Singer 1500, colour blue, Vyanide upholstery; list price £1,129/5/6 inc. P.T.—Apply Isles, Ltd., Stanningley, Leeds. Tel. Pudsey 3001. [5781

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SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro 6088/9. [0026/R

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Vanguard saloon, jade green, brown Vynide, at maker's latest reduced price; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [N4018

MEBES & MEBES, Ltd. (Est. 1893).

STANDARD Agents for many years past.

CAN offer immediate delivery of most models.—The Broadway, Mill Hill, N.W.7. [N3012

BERKELEY SQUARE HOUSE GARAGE, Ltd., Berkeley Sq., W.1. Grosvenor 4343.

SALES and service; day and night garage; order now for new models. [0840/R

NEW Standard Vanguard, black; £794/16/8; immediate delivery.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [N4005

STANDARD Vanguard and estate car, immediate delivery.—Davy, London, Western 9641. [W1069

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [6643

NEW unregistered Standard Vanguard saloon, blue, fitted heater; list price.—Rolfe & Sons, Ltd., Romsey 3185/6/7. [5669

## STANDARD

PRIDE & CLARKE, Ltd., offer immediate delivery of Vanguards; choice of colour.—237, Brixton Hill, S.W.2. Tul. 3664/5. [0743/R

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0020/R

IMMEDIATE delivery Standard Vanguard saloon, also Standard Estate car; terms and exchanges.—The Motor House, Stoulton, Worcester. Tel. Peopleton 275. [6612

STANDARD and Triumph (distributors in Surrey since 1911); complete range of new models on show.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Tel. Kingston 3151-4. [0402/R

## STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

## SUNBEAM-TALBOT

IMMEDIATE delivery new 1953 model Sunbeam-Talbot saloon.—Rolfe & Sons, Ltd., Romsey 3185/6/7. [5671

IMMEDIATE delivery, one Sunbeam-Talbot, black/fawn upholstery; £1,347/1/1.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 406/7. [6182

IMMEDIATE delivery of new Mark IIa Sunbeam-Talbot saloon, finished in gunmetal grey with grey leather upholstery, other colour schemes to special order; list price plus purchase tax, £1,347/1/1.

BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Kensington 2468. [3951

## TRIUMPH

MEBES & MEBES, Ltd. (Est. 1893).

TRIUMPH Agents for many years past.

CAN offer immediate delivery of the Mayflower and Renown models.—The Broadway, Mill Hill, N.W.7. [N3012

TRIUMPH Renown, Mayflower, immediate delivery.—Davy, London, Western 9641. [W1069

ORDERS accepted for favourable delivery.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Bri. 6251. [0741/R

LANKESTER ENG. Co., Ltd., Standard & Triumph distributors; complete range of new models on show.—39-45, Eden St., Kingston. Kin. 3154. [0695/R

IMMEDIATE delivery Triumph Mayflower saloon, also Triumph Renown saloon; terms and exchanges.—The Motor House, Stoulton, Worcester. Tel. Peopleton 275. [6613

SECURE your new Triumph Mayflower saloon now for immediate delivery; full market value for your present car subject to inspection; valuation without obligation.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [N2008

## VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—

4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021/R

## WOLSELEY

MEBES & MEBES, Ltd. (Est. 1893).

WOLSELEY Area Dealers.

ARE accepting orders for future delivery of the Four-forty-four model and can offer immediate delivery of the Four-Fifty and Six-Eighty.—The Broadway, Mill Hill, N.W.7. [N3012

JACK ROSE, Ltd. (Wolseley Main Agents), offer:—

IMMEDIATE delivery of a new 4/50 saloon.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Tel. Wallington 6677-8. [N3056

STEARNS & Co., Ltd. (St. George's Garage), 250, Brompton Rd., Kensington 0081. Sales and Service. [6644

SECURE the recently announced new Wolseley 4/44 now for early delivery; full market value for your present car subject to inspection; valuation without obligation.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [N2008

## MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co. for new Jaguar, Standard, Armstrong Siddeley, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately.—Call, 'phone or write Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, N.15. Tel. Sta. 3000. [0178/R

## NEW CAR SPECIALISTS

### AUSTIN

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane, Brixton 1155. Repairs and service to Austin exclusively. [0812/R

LONDON, S.W.16.—Prynn & Stevens, Ltd., 14, Leigham Hall Parade, Streatham 7562. Repairs and service to Austin exclusively. [0813/R

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VAUXHALL self-drive 1950-52 Wyvern, Velox, heater, costs £7 ($19.60 U.S.) per week, winter 4gns. ($11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A., R.A.C. Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

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SUREFLEET, 47, Upper Choriton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 56, Mackenzie St. Tel. Slough 20501. [0132/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Park 9864/5. [0466/R

IRISH touring, hire it and drive it; the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd. 20, Kildare St., Dublin. [3183

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 876, Kensington High St., W.14 Western 2312. [0458/R

LONTAX Vic. 7771/2, the private chauffeur-driven car hire service; London's lowest rates.—Dolphin Square, S.W.1. [0042/R

SELF-DRIVE post-war cars at competitive rates.—Rons, Ltd., 3, Choumert Rd., Rye Lane, Peckham, New Cross 2103. [1748

YORKSHIRE.—Drive Yourselves (Hull), Ltd.—1951-2 Morris Oxfords and Minors.—362, Anlaby Rd., Hull. Tel 51039. [3064

HAROLD R. HILLS GARAGE.—Garage accommodation, service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

WIMBLEDON CAR HIRE.—Self-drive specialists. 1951 and '52 Austin A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

SELF-DRIVE 12gns per week, no mileage limit; go anywhere.—C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 8605. [0636/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2452.) [0679/R

A40's £10 p.w., 350 free miles; excess 6d per mile.—Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay 6415. [0686/R

OVERSEAS tourists modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 8229. [5367

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UNLIMITED mileage from 10gns weekly (oil and insurance included); also Zephyrs, Consuls, Pilots, A40s, etc., at low rates.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Paddington 2646/6801. [0518

DRIVE yourself hire post-war cars, attractive rates, long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Ct. Titchfield St., W.1. Museum 6566 and Langham 0012. [M2005

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SUSSEX MOTORS.—Self-drive or chauffeur driven. 1951 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards, overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

THE CENTRAL MOTOR INSTITUTE, Private Hire Department, Finchley Rd., Hampstead, N.W.3. Tel. Primrose 6623 (4 lines). Latest model Austin cars for self-drive hire. Charges from £1 per day, including full insurance. Book very early to avoid disappointment. [0270/R

CAR HIRE (MAYFAIR), Ltd. for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s from £1 a day to drive yourself.—12, Bourdon St., Berkeley Square, W.1. Mayfair 8689, and at 145, North End Rd., Golders Green, N.W.11. Meadway 2455. [0094/R

30 miles per day on new cars for £1, including petrol, oil and insurance; £5 per week, 210 miles, excess miles 5d; special discounts for period hires.—Wilsons Car Hire Services, Ltd., 34, Acre Lane, S.W.2. Tel. Brixton 4011. 1, Dorking Rd., Epsom. Tel. Epsom 3901. [0502/R

## CARS FOR HIRE

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FOR far the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [M4049/R

5 DAYS for £5; London's best tariff for commercial users; unlimited mileage tariff on request.—Drive Yourself Hire Co. (London), Ltd., 306, Seven Sisters Rd., Finsbury Park, N.4 (Can. 1131-2); 20, Grosvenor Place, Victoria, S.W.1 (Slo. 9644). (Garage Chester Close.) [0507/R

OVERSEAS visitors; a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

COLLOMS CARS for self drive, 1951 Austin A70s and A40s; Humber Hawks and Snipes; Ford Pilots, Austin 16s; all fitted heaters, A.A. facilities on all cars; 12gns per week, unlimited mileage, no extras; summer tariff from 15gns.—Tel. Maida Vale 5134/3651-2. Garage and Works, 290-300, Lanark Rd., W.9. [M1055

CARR BROS. GARAGE, Ltd., offer: London, Middx, and Surrey best service at lowest rate for chauffeured limousines of 1951 saloon and self-drive, including Continental trips; depots adjoining all airports; ships met; dial nearest branch. Ger. 6678, Ren. 6395, Hou. 4606, Upl. 4811.—Write or call The Soho Garage, 21, Soho Sq., W.1, for quotes or information. [0677/R

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**A.O. (Always open). H.S. (Not Sunday.)**

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. repts. Tel. 2678, 2960. A.O. [2222/R

PIRBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [2221/R

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RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0831/R

ROWLAND SMITH will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers; particulars and list on request.
ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential; cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [0997/R

LET us quote you for your car in part exchange for a new 1952 Singer SM1500 saloon.—G. E. Lawrence (Motors) Ltd., New St., Aylesbury. Tel. 568. [0726/R

RON McKENZIE invites you to his Motor Cycle & Car Exchange Centre, at 961, Chester Rd., Stretford, 2 miles Sth. Manchester; open to 8 p.m. and week-ends; terms if required. [0025/R

EXCHANGE your car for a new or used motor cycle or combination; we will give a generous allowance on your car; a deposit will secure the machine of your choice, the balance in cash to you; terms over 18 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251.

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REPAIRS and installations of all types.

SATISFACTION and service at 56/58, Davies Mews, Davies St., London, W.1. Tel. Mayfair 6589. [0152/R

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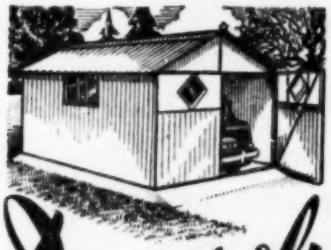

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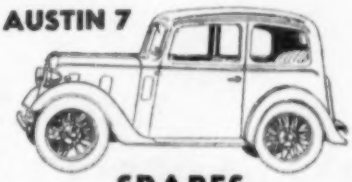

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